

Volume 23

THINGS THAT MAKE BOSTON WHAT SHE IS

By R. L. DUFFUS

IN her time Boston has been known as The Hub of the Universe and as the Athens of America. She has been famous for her tea party, her Common, her baked beans, her codfish, her trade with the Orient, her Back Bay section, her literary men and her philosophers. Somehow these things have made a picture which hangs together. But the news of recent months has made the city harder to classify. She has become a patch-work of incongruities: on the one hand the little group of Puritans and descendants of Puritans who so long dominated her affairs, on the other Mayor James Michael Curley, who took office for his third non-consecutive term at the beginning of the year; on the one hand the Watch and Ward Society and the book and play censorship, on the other a recent mass meeting in Faneuil Hall, which ended in the tearing down of Coast Guard recruiting posters; on the one hand the influence of near-by Harvard College, on the other the accepted fact that musical comedies do well in Boston and serious plays do not.

This sort of antithesis could be kept up indefinitely. Boston in 1930 is a city of contrasts and of conflicts. She is not so much one city as many cities. The police strike which started Calvin Coolidge on his way to the Presidency; the Sacco-Vanzetti case, whose bitterness is not yet forgotten; "the Boston Massacre of 1927," when sixty-eight books fell under the ban of the censor; the refusal to license

Censorship, Prohibition, Brahmins, and a New Political Order Afford Strange Contrasts

"Strange Interlude" and the proceedings against Dreiser's "An American Tragedy"; the extreme severity with which offenses against morality are punished in the courts and the extreme tolerance with which offenses against the prohibition enactments are regarded—all these are high lights in a portrait which resembles the scrambled features of the work of some modernistic painter. Something similar might be said of other cities. But the truth is the more striking in the case of Boston because this city, more than most, once had a sedate and conscious uniformity. In those days it might have sat to Copley or Stuart for its portrait. But now Boston's uniformity is as out of date as powdered wigs and snuffboxes.

That is to say, it is out of date if Boston is considered to be the sum total of its inhabitants. But it is

impossible to understand much of what goes on in the metropolis on the Charles unless one realizes that there still exists a very important minority in whom the old traditions are very much alive. The little old Boston which achieved so much and made its name so widely known survives as a kind of enclave within the relatively-tumultuous new Boston. The Brahmin class have not died. Neither have they resigned. An interpretation of Boston must still begin with them, though it may have to end with Mayor Curley or with John M. Casey, who sits in the Mayor's office under Democratic and Republican administrations alike and passes upon the virtues and vices of plays for which licenses are requested.

In actual numbers the Brahmins, descendants of the God-fearing farmers, clergymen and merchants who founded the Commonwealth of Massachusetts, are probably not numerous. There may be 500 or even 1,000, counting all the aunts and cousins, who can be considered as belonging to the untitled aristocracy of the city and its suburbs. They are influential because they still hold the main citadels of capital, because they still seem to possess a considerable degree of administrative ability and because they are woven into almost all the charitable enterprises of the Commonwealth. A friendly critic says of them that though they no longer give off new ideas they are none the less excellent executives. President Lowell of Harvard stands out among them as a leader who can manage a great university and also keep well abreast of educational thought.

The Brahmins of Boston and Cambridge may be seen at the

symphony concerts, taking the joys of music somewhat soberly but conscientiously. They belong to the Athenaeum, part library, part exclusive club. If they wish to bestow the accolade upon a newcomer they extend to him the privileges of this admirable institution for a stated season. Their men folks are members of the Somerset Club, most of whose ancestors came over in the Mayflower. Their women folks keep up what are called sewing circles, though little sewing is done at the meetings, and the sewing circles make up the membership of the exclusive Vincent Club.

THEY have a consciousness of relationships and an addiction to funerals which would delight the heart of the traditional English novelist. If one of their tribe makes a poor marriage or in some way wanders outside the ancestral fold they refer to him or her deprecatingly as "Poor, dear Richard," or "Poor, dear Sallie." Their social life is unspeakably respectable. Outsiders say that it is also unspeakably dull. Its defects, as nearly as unbiased judgment can present them, are a certain reticence and coldness, a passion for conformity and a profound distrust of enthusiasm. "Nowhere in the United States," said one observer who knew them well and loved some of them, "is there a severer penalty for being different." They retain nevertheless, an Old-World culture and charm. They are well educated in the polite branches of learning, they do not like to hurt people's feelings, and, men and women alike, they love their gardens and will talk endlessly of bulbs. They are so confidently aristocratic that they often seem perfectly democratic.

But—to quote indirectly several



shrewd and dispassionate outside observers—they are haunted by a growing apprehension. They have long been outnumbered by a different race with a different temperament and a different religion. Now they begin to fear that before many years their carefully guarded power, and with it their cherished culture and traditions, will disappear. Therefore they tend to be completely conservative, resisting any deep change in their own lives or in that of their community. They offer the most inhospitable soil conceivable for the planting of new economic, social or moral ideas. The Sacco-Vanzetti case still lingers in their minds, though it may not be present in their conversations. They saw in it not only a question of two men's guilt but a challenge to their whole system of law and order. But they also seem to see this challenge in such very different phenomena as the new movements in the arts and the younger generation's ideas about family life.

BUT the Brahmins are not crusaders—they are far too dignified for it. They are fundamentalists in manners rather than in morals or religion, and they do not attempt to convert their 800,000 fellow-citizens to their own notions of perfect behavior. Indeed, they seem slightly oblivious to the masses of their fellow-citizens, except as objects of worthy charity. They are public-spirited. They are gracious. But they are undeniably aloof. None the less, though they do not crusade, Boston's crusading does get done.

The Brahmins are, in short, a kind of back drop against which there goes on a very lively drama. It is impossible to discuss the actors in this drama without using religious terminology. In times past Boston was a Protestant city, with a predominant English infusion. In fact, it was more like a bit of transplanted England than anything this side of the Scilly Islands. But the majority of the city's residents and voters are now Catholics of Irish descent. Naturally there are differences of opinion between the Irish and English stocks in other matters than religion. There are temperamental differences, too. But in respect to their opinions about domestic morals the two stocks and the two religions are not far apart.

Fundamentalism in Boston strikes deep and wide. Cardinal O'Connell, one of the ablest and most vigorous servants of his church in America, and such Protestant clergymen as the Rev. A. Z. Conrad, pastor of the famous old Park Street Congregational Church, differ in their theology but not in their attitude toward questionable books and plays. Whether one is a Catholic, a Methodist, a Baptist, or a Congregationalist in Boston, one is

Boston Preserves
Her Historic
Buildings: The
Old State House.

*Etchings on This
Page Are by
Sears Gallagher.
Courtesy of
Goodspeed's
Book Shop,
Boston.*



held to pretty exacting standards. The tradition of Puritanism, if not its blood, runs everywhere.

This fact does much to explain the local censorship of books and plays. The censorship is very much on Boston's mind—perhaps because it has exposed the community to so much derision, perhaps because it makes the more enlightened members of the community feel a little silly. Everywhere one goes the talk sooner or later turns to this sub-

ject. Whether an individual citizen is in favor of censorship or against censorship or sitting on the fence, he feels it necessary, like the Ancient Mariner, to stop an occasional passer-by with his long beard and glittering eye and explain himself. Boston may not yet be book-conscious, but it certainly is censorship-conscious.

THE famous Watch and Ward Society, of which the late Rev. Frank Chase was long the main prop and stay, is a perfect example of the catholicity—with a small "c"—of Boston's Puritanism. Though its original impetus and present driving force may be described as fundamental Protestant, it has always included representatives of all the important sects. Catholic and Protestant joined hands when

an attempt was made to circulate in Boston books which threatened what both regarded as the ideals of family life. The outsider will never understand Boston's censorship until this point is clear. The leaders in the crusade are not interested in literature. They are resisting in every way they can every modern influence which, as they see it, threatens to break up the traditional family group. They are just as definite in their ideas as Bertrand Russell and Ben Lindsey are in theirs. Censorship is a means, not an end.

For some years under the reign of the Rev. Mr. Chase censorship was not an issue because no one but the booksellers and the members of the Watch and Ward Society ever heard anything about it. A committee from the society sat



Boston Market Place, With Faneuil Hall, Cradle of Liberty, in the Background.

Etching by Samuel Chamberlain. Courtesy of Schwartz Galleries.

with a committee of the booksellers. If a majority of the joint committee thought a book bad it was withdrawn from sale, no advertisements of it were published and no newspaper reviewed it. If a majority thought it safe reading nothing was done. The booksellers liked this plan better than being arrested, haled to court and perhaps tried before a jury which had never so much as read a book. Mr. Chase's death ended the era of good feeling, and in 1927 some sixty-eight books were suppressed by the police, denounced by the Watch and Ward or withdrawn voluntarily by frightened booksellers. Sherwood Anderson, St. John Ervine, Olive Schreiner, Count Keyserling, H. G. Wells, Eden Phillpotts, Sinclair Lewis and May Sinclair were among the authors whose books felt the axe.

SINCE 1927 there has been a feeling in some quite respectable and decorous quarters that censorship, though necessary, had been crude in its methods. This feeling

was strengthened when agents of the Watch and Ward Society used the tactics of the agent provocateur to entrap a Cambridge bookseller who had been vending D. H. Lawrence's latest volume. Even the judge who had to sentence the guilty merchant was moved to denounce the manner in which the evidence against him was obtained.

However, it is not certain that Boston in the mass takes the book censorship very seriously. Like most American cities it fails to take books very seriously. A single Boston bookstore does 1 per cent of the general retail book trade of America and the local book-buying public spends about \$1 per capita of the population annually on books. But this figure, though above the national average, is not dazzling. Most of Boston, like most of New York, sticks to the newspapers and magazines. It could go on enjoying life even though all modern books were suppressed.

The play censorship is on a different footing. No play can be presented without a license, which

the Mayor may give or refuse, and no play can continue if a commission consisting of the Mayor, the Police Commissioner and the Chief Justice of the Municipal Court decide that it ought not to. Few plays with naughty words or suggestive situations in them ever get by John M. Casey's watchful eyes and attentive ears. Thus hundreds of Bostonians were compelled to go to Quincy in order to attend a performance of "Strange Interlude."

Though Boston has been made extremely sensitive by outside criticism of its peculiar institution its citizens are not in the least likely to dispense with it. An effort is being made this year to bring the State censorship law into line with those of other States. It probably will not succeed. The army that is fighting to keep the serpent out of the Bay State Eden has suffered from dissensions in its own ranks but it stands firm against the common enemy.

But the forces which present such a united front against suspected immorality in print or on the stage fall into bitter internecine



Beacon Hill and the Custom House Tower, From the Charles River Basin.

Etching by Sears Gallagher. Courtesy of Kennedy & Co.

warfare when the other great moral question of the day is under discussion. Boston is not united in its attitude toward intoxicating beverages. It is probable that the Brahmins drink, in their genteel way, but they are apt to frown on open dalliance with bootleggers. Some of them, it is said, still draw prudently and on stated occasions on the perfectly legal contents of pre-war cellars. The fundamentalists are, as a rule, as fundamental about liquor as about evolution. They regard it as a traffic of the devil and would do away with it if they could. But they have not crusaded against it very strenuously or very successfully, for the reason that the dominating sentiment which supports them in matters of sexual morals does not support them in suppressing liquor.

The Faneuil Hall meeting which resulted in the overturning of several recruiting stands of the Coast Guard was given more space in out-of-town newspapers than in the Boston publications. It was not in itself important. Nevertheless, it had significance. It not only expressed an attitude toward prohibition, but it gave vent, also, to an ancient New England sentiment against the interference of the central government with what are deemed local interests.

The killing of three rum-runners

by Coast Guardsmen off Newport stirred as hot resentment in some breasts as did the Boston Massacre of a century and a half ago. It probably strengthened the movement which has been on foot this year to repeal the Massachusetts "baby Volstead act." But though Boston is overwhelmingly wet, it is more or less under the thumb of an up-State legislative majority who think that hard cider is good enough for anybody. The legislative majority is aided in its efforts to keep Boston pure and honest by the fact that the State controls the municipal police and supervises the municipal finances.

But the moving finger continues to write. Sons of the elder families marry daughters of more recent arrivals. The new immigration—by which is meant almost anybody and everybody who has settled in Boston within the past hundred years—is beginning to make itself felt financially as well as politically and to sit on boards of directors as well as in caucus meetings.

CHANGE is on the wing. Old traditions are giving place to new. Yet if one forgets the traditions and the principles over which radicals and reactionaries wrangle, the city has an outward

personality that is pungent of the salty past. It cannot fail to strike a visiting New Yorker, no matter how often he goes there, as a happier city than his own, though certainly not so gay a one. The Common is an integral part of it, which one uses in going from one business street to another. The buildings that rim the Common are still relatively low. The old winding streets have a charm that can be found on Manhattan only rarely. Beacon Hill retains many of its old houses, with their air of ineffable leisure and security. No walk in an American city, except perhaps Riverside Park in New York and the Marina in San Francisco, surpasses the esplanade along the River Charles.

There is no question, either, that the inhabitants are calmer and more polite than those in most cities north of the Mason and Dixon line. This may be due to topography, street plan, racial composition or any of the several or a dozen different factors. It is not, however, due to the climate, which is often regrettable. But it makes even a stranger understand that a sensible Bostonian may be willing to put up with a good deal of nonsense from his narrower-minded fellow-citizens rather than take steps to make his city too different from what it is.

Post 4/19/30

RUNNING WILD

The indictment of the school administration by Chairman Goodwin of the Finance Commission failed to mention the courageous and insistent fight by Chairman Hurley of the School Committee against the very abuses which Mr. Goodwin mentions.

For months Chairman Hurley has been demanding reforms in the school administration, seeking to cut down the enormous cost of side issues which have little bearing on education, but which call for heavier and heavier expenditures and more and more valuable space in the school buildings.

The situation is such that it costs the city of Boston almost twice as much per pupil per hour to carry on the trade school activities as the ordinary school routine.

There is no limit to the demands made by the Board of Superintendents for manual training courses and the like. Today in some of the new schools the most valuable space in the entire building is devoted to these courses.

At the rate things are going the schools of the future, especially the high schools, will be structures of enormous size and cost, of which only a relatively small part will be devoted to class rooms, which are supposed to be the important part of the schools.

Mr. Goodwin points out that, following the appropriation for a 40-room school building in the Agassiz-Bowdoin district, the Board of Superintendents' specifications called for "38 class rooms, two science rooms, two free-hand drawing rooms, one intermediate school library, three cookery rooms, one practice suite, two sewing rooms, one millinery room, two wood-working shops, one sheet metal shop, one electrical shop, one auto repair shop, one assembly hall, one drill hall, one health room, two rest rooms and an administration suite."

This is a fantastic waste of money. With the best city library in the country and branches all over the city, the school superintendents are now insisting on putting libraries into the intermediate schools. One assembly hall is not enough for even an intermediate school—an extra drill hall is demanded.

Thousands and thousands of dollars' worth of expensive machinery is being put into school buildings for trade school purposes and much of it stands idle.

Such fads as swimming pools, rifle

ranges and even an airplane hangar are being foisted on the schools.

This reckless waste of money cannot go on without seriously crippling the finances of the city. Chairman Hurley is making a gallant fight against it. The citizens at the polls have demanded a halt on the expensive fads and fancies which are obscuring the fundamentals of education.

The School Committee should turn its immediate attention to the correction of this dangerous situation.

Post 4/20/30

The outstanding feature of the Patriots' Day celebration in Concord yesterday was the reception of a rider impersonating the character of "Dr. Samuel Prescott," who, history records, had been courting late that night in Lexington and in the early morning of April 19, 1775, escaped from a British patrol and brought to Concord word that the British were on the march.

Sergeant Andrew S. Knight, of Troop A, 110th Cavalry, impersonating "Dr. Samuel Prescott," galloped into the centre of the town at 2 o'clock, and was met by a delegation of town officials opposite the historic Wright Tavern. He delivered to the town officials a greeting from Mayor Curley of Boston.

B. Farnham Smith, chairman of the Concord celebration committee, delivered an oration upon greeting the rider, and declared that the traditions of the American people have always been "not obedience but observance of the law, willingly and freely, provided the laws were enacted by the majority of their chosen representatives."

The day was ushered in by the Concord Independent Battery, Colonel Roger D. Swain firing the sunrise salute of 21 guns at 6 o'clock in the field on the north side of Elm street, opposite Baker avenue. This was followed by the ringing of church bells at both Concord and West Concord, this being repeated at noon and at night.

Another event of importance in the town was the exercises held by the Concord Antiquarian Society in connection with the opening of its new building at Lexington road and the turnpike. The exercises took place in the Town Hall and connected the opening of the Antiquarian House with the centenary.

Post 4/20/30

MAYOR VISITS

CHILD'S GRAVE

Places Wreath Where His Daughter Lies

Following a day of public engagements, Mayor Curley late yesterday went to Calvary Cemetery in Roslindale and placed a wreath on the grave of his daughter, Dorothea, an Easter custom which he has observed since her death several years ago. The Mayor was accompanied on his sad pilgrimage by his four sons, James, Jr., Paul, Leo and George. Following the service, they returned to their Jamaica-way home to spend the entire evening with Mrs. Curley.

Post 4/20/30

ANNUAL DANCE OF JAMES M. CURLEY CLUB



Joseph M. McInerney

Thomas Hughes

The third annual dance of the James M. Curley Club to be held in the Intercolonial Hall next Monday night, April 21, promises to be the most enthusiastic gathering of this organization for some time.

The entertainment committee have been successful in obtaining the services of the Adagio dancing team of Francesca Scholoe and Kathryn Sellvyn. Favors and novelties are to be distributed.

Officers of the club are: Mayor James M. Curley, hon. president; John J. Doherty, president; Joseph Horgan, vice-president; Gerald Kearney, treasurer; Thomas J. Dooley, secretary; Frank Schorle, recording secretary, and Joseph M. McInerney, director of publicity.

Contd

POST 4/20/30

ADVERTISER 4/20/30

liberty on the Green and fired 'the first shot heard round the world.'

"The Minute Men at Concord were also militant, immortalized by the poet Emerson, for firing one of the shots 'heard round the world' at Concord bridge," stated the Mayor, sticking to his contention that the first shot heard round the world was fired at Lexington Green.

Wreaths Placed on Graves

"It was the superb marksmanship of the patriots that caused the movement for liberty and independence to become realities. Let us make sure that the message of military preparedness carried by Paul Revere may not be lost."

Following the exercises at North square, the parade reformed and proceeded to Copps' Hill Burying ground, where Commander-in-Chief Duff of the Veterans of Foreign Wars officiated at the flag-raising, and placed wreaths on the graves of the patriots. Closing exercises were then held at the headquarters of the North End Post, V. F. W., at 214 Hanover street, with the visiting commander-in-chief, with the visiting commander-in-chief, here from his home in Lansing, Mich., the guest of honor.

PACIFISM ASSAILED BY CURLEY

Mayor Gives Luncheon for V. F. W. Commander

More than 200 representative leaders of military, naval and veterans' organizations, attending the official luncheon given yesterday at the Ritz-Carlton by Mayor Curley to Commander-in-Chief Hezekiah N. Duff of the Veterans of Foreign Wars, stood for a silent minute in prayer for the speedy recovery of Mrs. James M. Curley in her long illness at home.

ASSAILS PACIFISM

The impressive tribute was sponsored by Mrs. Bessie Hanken, national president of the V. F. W. Auxiliary, who thanked the Mayor on behalf of the 47,000 women in her group, for his recognition of the veterans, and expressed the wish that he and his family would be spared for long years of service to the country.

In presenting the national commander-in-chief, the Mayor commended the organization for its work in aiding the widows and orphans of departed heroes of the World war and its campaign for the advancement of Americanism. In his remarks the Mayor said: "Never do the soldier and sailors start a war. Modern wars are prompted by the mu-

nition manufacturers and the statesmen seeking to retain office, forcing the soldier and sailors to go in and save their bacon."

Bacon Also Flays Pacifism

President Gaspar G. Bacon of the State Senate joined the Mayor in a demand for preparedness, contending that "pacifism is going a little too far at the present time in this country. Peoples of the world are still actuated by selfishness, natural in human beings," stated the Senate president, warning "We have not arrived at the time for scrapping the army and the navy, for we still face the possibility of conflict."

National Commander-in-Chief Duff, stating that he had been inspired by the patriotic spectacles which he had witnessed in the city on Patriots' Day, stated "Would to God that there may be more Bostons in this country of ours."

Other Distinguished Speakers

Among the other speakers were Rear Admiral Philip Andrews, commandant of the Charlestown Navy Yard; Colonel Wilson B. Burdett, U. S. A., representing the First Corps area; former Mayor John F. Fitzgerald, State Commander Max Singer, V. F. W.; National Senior Vice-Commander Paul Wolman, V. F. W. of Baltimore, Md.; National Adjutant-General Robert B. Handy, Jr., V. F. W. of Kansas City, Mo.; Past National Commander-in-Chief Eugene P. Carver, National Director William J. Corbett of Chicago, Mrs. Mary O'Keefe, State department president, V. F. W. auxiliary; President William G. Lynch of the City Council, Assistant District-Attorney Daniel J. Gillen, president of the Roxbury Tammany Club; National Junior Vice-President Mrs. Dora E. Raffensperger of Camp Hill, Pa., and Past National Commander-in-Chief Brigadier-General John H. Dunn.

Others at the head table were the Rev. Wallace Hayes, national chaplain; National Chief-of-Staff Agnes Killian of Pawtucket, R. I., National Secretary-Treasurer Grace H. Davis, State Commanders Monroe Curtis of New York, James W. Connor of New Jersey, John P. O'Keefe of Connecticut, David Dorgan of Rhode Island, Joseph Bolvin of Maine, Francis C. Malley of New Hampshire and Past State Commander Joseph H. Hanken of Revere, with State Quartermaster Stephen C. Parker of New York.

FIRE HOUSE COST CAUSES INQUIRY

The new fire station at Cambridge and Bulfinch sts., West End, which with the land will cost nearly \$750,000 and which was under criticism as a side issue at the time of the Exchange st. inquiry during the Nichols administration, is again under scrutiny.

The Finance Commission has reported to the mayor regarding certain "extras" which are entering into the cost. Mayor Curley called city officials and contractors together yesterday to discuss the question, Guy Emerson, Finance Commission engineer, being present.

The station, a central firehouse for the West End, was contracted for by the city under the last administration. There was much criticism of the amount paid for the site.

MAYOR AT GRAVE OF HIS DAUGHTER

Mayor Curley and his four sons, James, Jr., Paul, Leo and George, visited Old Calvary Cemetery, West Roxbury, yesterday and placed a wreath on the grave of his daughter, Dorothea, an Easter custom which he has observed since her death a few years ago.

The grave is close to that of the Rev. Denis F. Sullivan, who was pastor of St. Patrick's Church, Dudley st., Roxbury, where the mayor and his family worshiped when they lived in that section.

The mayor and his sons returned to their Jamaicaaway home to spend the evening with Mrs. Curley, who has been ill for several months.

ADVERTISER 4/20/30

BOSTON AIRPORT TO LOSE CINDER DUST NUISANCE

WORK was started last week on an extensive paving program at Boston Airport.

The new concrete, bituminous and macadam areas will be a big factor in eliminating cinder dust that has long been a nuisance there.

A macadam apron will be extended 150 feet out from in front of the line of commercial hangars. Oil will be laid on the cinders for 200 feet beyond the apron.

The macadam surface will be

extended between the hangars back to the street in the rear. The parking area will be bituminous. A cement sidewalk will be built around the rear of the field from the National Guard hangars on one end to the tip of the row of commercial buildings.

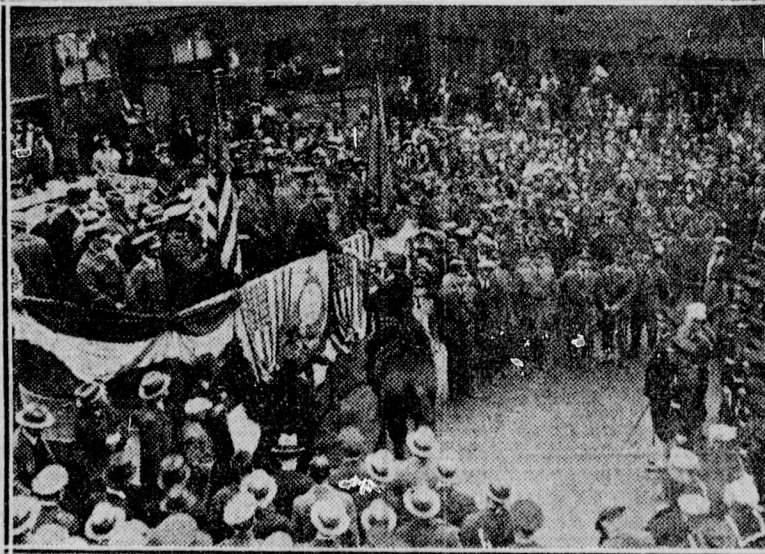
Extension of the field 500 feet beyond the National Guard hangars will be started in the near future.

Installation of neon lights in the wind tee on the control tower for the guiding of night air traffic is nearing completion.

Post 4/20/30

CURLEY PRAISES REVERE'S SPIRIT

Lashes Pacifists After Marching in Parade; Dedicates Two Tablets; Speeds Messenger on Way



"PAUL, REVERE" AT THE OLD NORTH CHURCH

Mayor Curley is shown handing a message to Sergt. Robt. D. Rodes, of the 110th Cavalry, M. N. G., as the latter left Old North Square yesterday on his reproduction of Paul Revere's ride.

Condemning the preachings of pacifists as responsible for the practical closing of the Charlestown Navy yard and the spreading of red propaganda, Mayor Curley pleaded for the retention of Paul Revere's message of military preparedness in America, in an address yesterday at Old North square, featuring downtown Boston's observance of Patriots' Day.

CROWD CHEERS WARNING

The Mayor's warning against disarmament was cheered by more than 5000 people as he delivered Paul Revere's message to Sergeant Robert D. Rodes of the 110th Cavalry, M. N. G., to carry it through Middlesex County to Lexington in the 15th annual reproduction of the "famous midnight ride."

The modern "Revere" was somewhat handicapped in his race against Stanton White of the Tercentenary staff, who whisked off in his automobile fully five minutes before the crack horseman to check on the comparative speed of Revolutionary and modern transportation methods.

Does a "Jimmy Walker"

But Mayor Curley for the first time

in his present administration did a "Jimmy Walker" by arriving late for the flag raising exercises in front of City Hall, though the bell in King's chapel belfry, which had been recast by Paul Revere himself, started to sound the call to services fully a half hour before the ceremony started.

Representing the Mayor, Director of Public Celebrations J. Philip O'Connell manned the halyards, raising the national colors to the top of the flagstaff on the School street lawn as the Boston High School Cadets band played the "Star Spangled Banner."

Parade Starts From City Hall

Marshaled by Captain Anthony Moschella, U. S. M. C., retired, the parade of 15 military, veteran, naval and civic battalions started from City Hall. One of the commanding attractions of the parade was the Girl Scout troop with drum corps of Dorchester, with Miss Virginia Wilson, sister of City Councilor Robert Gardiner Wilson, Jr., starring as the alert drum major.

Swinging into Washington street, the parade halted in front of the Exchange Trust Company building to place a bronze tablet at No. 173, the site of Paul Revere's shop, where he served as silversmith. The tablet was unveiled by Wilfred F. Keiley of the City Commission for Marking Historical Sites and Chairman Charles L. Burrill of the

citizen's committee accepted the plaque for the city.

Mark Site of Famed House

Mayor Curley and his staff swung into the parade at this point as the procession marched up Brattle street and into Scollay square and down Hanover to halt in front of the American House for a salute to mark the site of the house where Paul Revere and William Dawes, Jr., planned their rides to Lexington.

The paraders were met at Hanover and Cross streets by a second military and civic procession with Commander Louis A. Selvitella of the North End Post, V. F. W., serving as marshal, and Joseph A. Scolponetti as chairman.

Unveils Second Tablet

The combined parade marched into Garden Court street, where near the junction of Prince, Mayor Curley unveiled the second memorial tablet, marking the site of the home of Thomas Hutchinson, which was sacked at the time of the Stamp Act riots in 1763. Judge Frank A. Leveroni of the Commission for Marking Historical Sites

responded to the Mayor for the residents of the district.

The paraders then marched into North square where Sergeant Rodes, dressed in the costume of the Revolutionary period, waited on his charger outside the home of Paul Revere to start the ride.

Pays Tribute to Service Men

In his address to the large assemblage that crowded every foot of available space in the square, the Mayor paid tribute to the soldiers, sailors, marines and other delegations before him for their spirit in participating in the patriotic exercises. On the platform with him were included Chief of Staff George A. Hosley of the G. A. R., and National Commander-in-Chief Hezekiah N. Duff of the Veterans of Foreign Wars, while three figures in Colonial costume lent a Tercentenary aspect to the ceremony.

Governor Winthrop was portrayed by Harold J. Thistle of Dorchester, in costume, and Miss Ellice Jaross of Roxbury appeared as "a Puritan lady," and Miss Mary Crossen of Roxbury as "a Puritan girl," with the dresses of 1639.

After handing a message of "loyalty, love and patriotism" to the modern Paul Revere, and the military horseman with his escort had clattered out of North square on his way to Lexington, Mayor Curley announced, "If this celebration had been left to the pacifists there would be no observance of Patriots' Day in Boston or elsewhere."

"On every hand we hear the preachings of the pacifists, both from the public platform and the pulpit," protested the Mayor. "As a result in our own section the first and best navy yard in America might as well be closed as operate as it is now operating."

Refers to "Vanishing Navy"

"When we hear of the church organizations conducting their campaign in the dissemination or specious disarmament propaganda," warned the Mayor, "it is high time that we harken once again to the admonition of George Washington that eternal vigilance is the price of liberty."

"I am glad to see here the representatives of our vanishing navy, for if the misguided statesmen at Washington prevail, our sailors will participate in no more parades but will be left only the popular privilege of standing on the sidewalks to watch the procession pass."

Old Heroes Militants

"But let me remind you that Revere was a militant, Sam Adams was a militant, John Hancock was a militant, and the Minute Men at Lexington were militant as they stood in defence of the

Mayor Starts Paul Revere on His Ride



URGES RETURN OF NATION TO 'SPIRIT OF '75'

Mayor Takes Part in Patriots' Day Celebration in the North End

ASKS 'ETERNAL VIGILANCE'

Parade Forms at City Hall Where Executive Raises Stars and Stripes

A scathing denunciation of pacifism by Mayor Curley, one that shook old North sq., featured the Patriots' Day celebration in the North End.

The mayor spoke to the crowd of 5000 gathered in the square as "Paul Revere" began his ride to Lexington.

"If these patriotic observances were left to the pacifists," he thundered, "there would be no celebration of this great day here or elsewhere."

"Adams, Hancock and the others believed in preparedness; they were all marksmen; they shot straight, and their movement for liberty saw its realization."

"PRICE OF LIBERTY"

"In these days when pacifism is preached on every hand, when disarmament seems to be the order of the day, when our navy yard might just as well be closed as operating under conditions as at present, when church organizations and others are preaching pacifism, our minds might well go back to the days of Concord and Lexington."

"Let not the spirit of Paul Revere be lost on a thoughtless America; let us remember the words of our first President, when he said: 'Eternal vigilance is the price of liberty.'"

"A nation prepared is a nation in whose hands the safety of its citizenship may well be pleased."

GRAVES DECORATED.

Led by Capt. Anthony Moschella, U. S. M. C., retired, as chief marshal, a parade proper formed at City Hall at 8:50 a. m., where Mayor Curley raised national flag and municipal emblem as well.

PAUL REVERE, impersonated by Sergt. Robert D. Rodes of the 110th Cavalry, M. N. G., receiving his papers from Mayor Curley at North sq., just as he starts on his dash to Concord.

The line then continued to Washington st. At Washington, adjoining the Ames building, a bronze tablet was unveiled, marking the site of the goldsmith's shop of Paul Revere.

At Garden Court st., adjoining North sq., another bronze tablet was unveiled, marking the site of the mansion of Governor Thomas Hutchinson, erected about 1687.

Impressive Airport Program Marks Good Will Ship's Start

Throng Cheers as Herald Craft, Carrying Tercentenary and Legion Message to Nation, Leads Squadron of 36 Planes

Escorted by 36 planes in perfect flight formation, the New Arbella, good-will airplane sponsored by The Herald, flew over the city shortly after 11 o'clock yesterday forenoon on the start of her 6000-mile flight to 67 cities in 22 states, bearing a message of good-will for the Massachusetts Bay Tercentenary and the American Legion convention.

The take-off, which marked the first move to carry an invitation to the nation to attend the tercentenary celebration, was made at the Boston airport after a most fitting ceremony attended by state and city officials, a large delegation of Legionnaires and members of the tercentenary committee. More than 1000 persons were on the field to witness the ceremony and cheered when the good-will ship took to the air with her great convoy of army, navy and commercial planes of all types.

OVER MARATHON COURSE

Piloted by Russell Boardman, one of Boston's most able aviators, the New Arbella, a spacious cabin monoplane, swung from her course for the first stop at New Bedford, long enough to fly over the route of the marathon and was pointed out by thousands below as the vehicle inviting the people of the United States to visit the Bay state this year.

The ceremonies at the airport were broadcast from 10 A. M. to the take-off at 11 A. M. and the many thousands of listeners were able to hear the powerful motor of the Arbella as she raced down the runway and into the air. Her escort was in formation over the field waiting and for the benefit of the spectators and also the radio audience, the 36 planes with the good ship in the honor position droned slowly overhead before swinging out over the city.

Because of the murky weather with accompanying static, those on the ground at the airport were unable to clearly receive the broadcast from the short wave set in the plane. Special equipment was placed for reception near the speakers' stand and as the Arbella picked up her escort, B. Wentworth Emmons, radio engineer aboard the plane, sent out the call letters followed by an announcement that he would be back in 30 days to tell about the flight.

AT VETERANS' HOSPITAL

While flying from New Bedford to Springfield the Arbella passed over the United States Veterans' Hospital at Putland and Lt.-Col. Alfred J. L. Ford, the Herald representative on the flight, cast roses over the side and Boardman dipped a wing of the plane for the invalid veterans. The Herald received a request from the patients to have the ship pass over the hospital.

The fourth member on the Arbella tour is Frank Mary, a mechanic.

After stops at New Bedford and Springfield, the ship flew to Albany,

N. Y., where an overnight stop was made.

The exercises at the airport were opened by Dean Gleason L. Archer of the Suffolk Law school, who is chairman of the radio broadcasting committee of the Boston Tercentenary. During his speech he announced that on Friday he had completed arrangements for a coast-to-coast radio broadcast of the tercentenary message. It will take place on May 9 and on that day the Arbella will be over New York city.

300 YEARS AGO

Dean Archer said in part:

Just 300 years ago there came to the shores of America a little fleet of sailing vessels, the flagship of which was called the Arbella. On that flagship was the charter of the Massachusetts Bay Colony. On it also were high officials whose duty it was to get up and to administer the first constitutional government in America.

To the ideals of the founders of New England we owe our greatness as a nation, for it is the soul of a nation, enduring from generation to generation that makes for stability and progress in that nation. Reverence for law, devotion to duty and a willingness to sacrifice, if need be, to maintain for our children the blessings of liberty that our fathers handed down to us are the true attributes of patriotic citizens.

The mission of this new Arbella, the ship of the skies, is to focus the attention of the nation on the ideals and high moral purposes of those who came to these shores three centuries ago. Fitting it is that this celebration of the ideals of and aspirations of the fathers of America should harness modern science to make those ideals vocal to the responsive heart of the nation. On the wings of the wind the New Arbella will fly from city to city, from state to state. Over the ether will flash its messages calling upon citizens everywhere to renew their faith in the essential integrity of the nation.

LONGEST FLIGHT

Dean Archer then introduced Col. Carroll J. Swan, who acted as master of ceremonies. Col. Swan before introducing the first speaker said:

Through the splendid action of the Boston Herald, we are about to witness the start of a journey in a way comparable to that of 300 years ago of the first Arbella from the shores of England. If those gallant colonists of that memorial voyage could be present today, imagine their feelings in viewing "Arbella" the second. This flight which will start in a few moments will make history, for this plane and its crew will cover more territory, more states and cities all over this country than the plane of any flight up to this time.

The men of the American

Legion and all of us connected with the tercentenary feel that this action on the part of the Boston Herald in sponsoring this flight is one of the greatest publicity features that this country has ever seen.

Col. Swan then introduced Gen. William E. Pew, chairman of the executive committee, of Salem where the first Arbella brought the charter of the Bay colony.

AGAIN SAILS WESTWARD

General Pew traced the history of the first Arbella.

Herbert Parker, president of the Massachusetts Bay Tercentenary commission, was the following speaker. He said in part:

Again the Arbella sails westward, over the pathways of the clouds, and by the course of the stars, as once 300 years ago, she brought over the stormy ocean, message and promise of liberty under the law, like that she bears today in the hands of those brave sailors of the sky, to cities, towns and hamlets.

Massachusetts extends her welcome to all those who shall make their pilgrimage during the coming season to the homeland of their ancestry. Massachusetts sends her greeting to the kinsfolk of her ancient firesides, and to the citizens of our national faith, and tells them that here, still preserved and safeguarded by a grateful and pious people, remain the temples and the shrines that are the monuments and the inspirations of the old days, as they will ever be of the days to come.

CURLEY LAUDS HERALD

At that point in the program, Mayor Curley arrived at the field and was brought almost immediately to the microphone.

He said:

I have just arrived here from North square after starting the modern Paul Revere on his journey with his message of optimism to the cities and towns traveled by the patriot Paul Revere, 155 years ago. After starting Paul Revere on his journey it was my privilege to unveil a bronze tablet to the memory of one of the early governors representing the Crown unveiled within 50 yards of the home of the patriot Paul Revere. Paul Revere is now on his journey to Concord and Lexington, and shortly, through the enterprise, through the courage, through the vision of the great newspaper, The Boston Herald, a plane called Arbella will start on her journey through 6000 miles of America to bring the message of this day, the message likewise of that most interesting day three centuries ago, most interesting in the life of the world; that day when through the courage, through the self-sacrifice of the early emigrants to America was sown the seed whose fruition is the most progressive, the most broad-visioned nation and people to be found in the entire world.

We call on all America to come as guests of the commonwealth of Massachusetts in this year of our Lord 1930. Massachusetts and Boston aim to convey, the message of the fathers, the message of the founders, the message that never should be lost sight of under a republican form of government—eternal vigilance is the price of liberty.



Mayor Curley speaking.



Herbert Parker at radio.

TERCENTENARY ADDS ZEST TO PATRIOTS' DAY

Thousands Take Part in
Programs Offered in
Cities and Towns

ARLINGTON PORTRAYS CLASH WITH BRITISH

Seldom in Boston's history, since the event which made the day famous, has April 19, been attended by so many significant events as yesterday's varied programs provided.

Essentially a Massachusetts and a Greater Boston event, its importance this year was far greater than ever before by reason of its being the 300th anniversary of the founding of the Massachusetts Bay Colony, and the establishment of the principles which the Minute Men fought to defend.

In spite of gray skies, and the constant threat of rain, not a single Patriots' Day program was called off by reason of the weather.

PATRIOTISM STRESSED

Patriotism and honor to the heroes who have served the United States were emphasized in the exercises everywhere, and many communities combined with their programs for the opening of their tercentennial programs.

Sgt. Robert D. Rodes, impersonating Paul Revere, and Sgt. John Reagan as William Dawes, with Sgt. Andrew McKnight, representing Dr. Samuel Prescott, rode over the historic route from Boston to Lexington, their arrival at each city and town along the way being the signal for tremendous public receptions and appropriate exercises and speeches.

The riders bore messages of good will from Mayor Curley to each municipality on their route, and returned with best wishes and genial expressions of good will expressed by mayors and others by whom they were received.

Mayor Curley, in his address at North square, drew from the story of Paul Revere an illustration for his attack upon pacifism and disarmament and support of his plea for eternal watchfulness.

From the City Hall Boston's municipal parade marched under command of Capt. Anthony Moschella to the Ames building at Washington and Court streets, where Wilfred F. Kelley of the public celebrations committee unveiled a tablet marking the site of the silversmith shop of Paul Revere. The parade then marched to Garden Court street, where Mayor Curley unveiled a tablet marking the site of the house of Thomas Hutchinson, father of Anne Hutchinson.

The parade ended at North square, where the municipal exercises were held.

One of the many interesting programs was that of the town of Arlington, where citizens re-enacted the capture of a British supply wagon by a small group of colonials, an event which occurred on April 19, 1775. It was preceded by a parade. The Rev. John Nicol Mark delivered the Patriot's day oration and special exercises marked the arrival of the riders from Boston.

At Concord a reception to the rider impersonating Dr. Prescott was the feature of the program, which was held before the old Wright Tavern. A baseball game and band concert filled the afternoon program.

Somerville's exercises comprised a parade, reception to the riders and speaking at Foss park.

At Acton citizens honored the memory of former residents of that town who were among the first Minute Men to fall at Concord, and former Mayor John F. Fitzgerald of Boston was one of the speakers at exercises held in the afternoon.

Medford's program combined the celebration of Patriots' day with the opening of the tercentennial anniversary, with an elaborate parade, dedication of a memorial to the Minute Men of that town, and a reception to the riders impersonating Revere and Dawes.

Cambridge provided a parade of patriotic and other organizations, a public reception to the riders from Boston with speeches, and a parade of 4000 Red Men in Indian costume.

MESSAGES CARRIED

Good Will Notes from Mayor Carried To Town Officials by Riders

Messages of goodwill and friendship from Mayor Curley were carried to the residents of Lexington and other towns yesterday by riders who impersonated Paul Revere and William Dawes, Jr., and who followed the routes covered by the messengers of revolutionary fame 155 years ago.

Since 1916, the re-enactment of the ride of Paul Revere has been a feature of the observance of Patriots' day and since 1920 riders impersonating Dawes have covered the route from Elliot square, Roxbury, through Brookline, Cambridge and Arlington to Lexington Green.

Yesterday Sergt. Robert D. Rodes impersonated Revere and Sergt. John Reagan was the modern Dawes. Both are of troop A, 110th cavalry and both had an escort of eight riders from the troop.

Mayor Curley sent Sergt. Rodes on his way to Lexington from North square a few minutes after 10 o'clock. Hundreds greeted him at Saxton C. Foss park in Somerville, where he stopped a few minutes. Under escort of the Somerville committee, Rodes continued at a slow pace to Paul Revere park at the top of Winter Hill, where Mayor John J. Murphy and members of the city government awaited him.

From Somerville, Sergt. Rodes continued to Medford where a gathering of at least 10,000 assembled about the Capt. Isaac Hall house on High street. There the 1930 Paul Revere handed the message of greeting from Mayor Curley to Mayor Edward H. Larkin who incorporated it in a historical address which was followed by a patriotic address by Asst. Dist.-Atty. Warren C. Bishop of Middlesex county.

Medford police escorted Sergt. Rodes to the Arlington line, where a squad of motorcycle officers relieved them. At Arlington Town Hall, Sergt. Rodes, arriving at a gallop, and with his escorting troop matching the speed of his steed, dismounted and handed Mayor Curley's message to Chairman Arthur P. Wyman of the selectmen.

While Rodes and his escort were resting their horses, Sergt. Reagan and his accompanying escort clattered up to the town hall.

From Arlington the modern Paul Revere continued at a slow pace to Lexington with the impersonator of Dawes following him at an interval of 10 minutes.

CRONDE 4/20/30

CROWD AT NORTH SQ SEES "REVERE" START

Mayor Curley Hits at Pacifists in Address Before Giving Message For Rider To Carry to Lexington

Old Deacon Larkin's swift horse of historic memory was theoretically commandeered once again in the North End of the city yesterday, in order that Young America, residing within the confines of Boston, Lexington and Concord, might see reenacted the famous ride of the immortal Paul Revere.

Upward of 5000 men, women and children, 85 percent of them foreign-born or of foreign extraction, jammed North sq yesterday morning outside the original house in which Revere lived in the Revolutionary days of 1775. Fourteen times before in as many years, a modern mounted messenger of Colonial days has set out from the North End of Boston to cross the bridge into Charlestown, awaken the captain of the Minute Men in Medford and then gallop away on horseback through the Middlesex countryside, bent on reaching Lexington and Concord to tip off the patriots, Hancock and Adams, that the redcoats were coming. The enthusiasm down in the North-sq area yesterday was just as sincere and demonstrative as the first time the great heart-quaking ride of the Revolutionary days was reproduced.

Noisy Throng

The policemen from Hanover-st division had their hands full for a few hours in the forenoon trying as best they could to hold in check the huge, noisy throng that milled around 1st Sergt Robert D. Rodes of Troop A, 110th Cavalry, M. N. G., as his well-groomed horse stood rearing to go as soon as the hands of the official watch reached the hour of 10. Ten minutes before "Paul Revere" of 1930 made his getaway a small automobile set out to cover the original route of the history-making ride. The idea was first to demonstrate that mode of travel as of the present day, and in the second place to furnish an interesting test of the time required by modern traffic conditions to go over the same ground. The automobile conformed with all traffic and signal regulations along the road, slowing down to eight miles an hour at intersecting thoroughfares. On the other hand, the roads were kept open and clear for the horseback rider's passage.

High overhead an airplane droned as it covered and recovered the route of the mounted rider to illustrate the modern method of transmitting such a message as was sent just 155 years ago by the fastest means then available. The distance covered by the immortal Paul that 19th of April in '75 is recorded as about 18 miles, and it took

the mounted rider about three hours to reach his destination. It is figured that Revere made a mile every eight minutes, while the automobile made two miles every minute, thereby covering in about 30 minutes the distance it took Revere three hours to go over.

Crowd Gathers Early

The North End was a scene of holiday activity, since soon after 8 o'clock yesterday morning, when the first of those to participate in the parade began to assemble along Hanover st in the vicinity of Cross st. At 9:10 Louis A. Selvitelli, commander of North End Post, V. F. W., gave the signal to fall in for detachments of the United States Army, Veterans of Foreign Wars, Massachusetts Nautical School Cadets from the training ship docked off North End park, school cadets from the Michelangelo School, High School Cadets from Boston English High School, and Boy Scouts. Four bands furnished plenty of music.

Ten minutes later the marchers were tramping toward North sq, where a large number of school children already assembled began singing "America."

Attorney Edward A. Pece delivered a patriotic address, and about 9:45 "Paul Revere," impersonated by Sergt Rodes, came into the square with his mount and cavalry escort at the same time as the head of the parade that started from City Hall three-quarters of an hour before. Several bands were playing, drums were sounding and everybody seemed yelling in a vociferous ovation for the modern Revere and Mayor Curley, who appeared with the second parade to march into the square.

Ringling Speech by Curley

Mayor Curley responded to the demonstrative welcome with a ringing patriotic speech, in which he paid his respects to the pacifists in unmistakable terms. His words were punctuated with noisy approval and loud hand-clapping. Mr Curley concluded his remarks by presenting the rider with his message to Hancock and Adams. In a jiffy "Paul Revere," dressed in the attire of a Revolutionary period, was off for Lexington amid a tumultuous roar. All this took place in front of the house where Paul Revere used to live back in 1775.

The horseback rider on his way, the crowd resumed the program with the singing of "The Star Spangled Banner" by the school children.

The paraders then reformed and departed for Copps Hill by way of Hanover, Charter, Salem and Hull sts, to

decorate the graves of the patriots in the old burying ground. The exercises there included a flag-raising, a military salute and an address by Hezekiah N. Duff of Lansing, Mich., national commander of the Veterans of Foreign Wars. Later the parade proceeded over much of the North End to Hanover st, where the marchers were dismissed by the chief marshal, Commander Selvitelli. The Veterans of Foreign Wars held exercises later in their headquarters at 214 Hanover st.

The North End program was in charge of a committee made up of representatives of local, civic and patriotic organizations, and included Joseph A. Scolponeti, chairman; Edward P. Bacigalupo, vice chairman, and Daniel A. Norv. secretary.

V. F. W. HONORS NATIONAL HEAD

Ladies' Auxiliary Also
Pays Tribute to President
Of Organization

BANQUET AND DANCE LARGELY ATTENDED

Veterans of Foreign Wars of Boston and Massachusetts, with officials of the city and state, yesterday paid tribute to their commander-in-chief, Hezekiah N. Duff, and to Mrs. Bessie Hanken of Revere, national president of the ladies' auxiliary, at a luncheon in the Hotel Ritz-Carlton and a banquet and dance in the Elks Hotel, the latter attended by more than 1500 members of the order and of the auxiliary.

With the aides and staff, Comdr. Duff and President Hanken were the guests of the city yesterday morning at the launching of the New Arbella. The Herald good-will plane, which started on its tour of 22 states in the interest of the tercentenary celebration. Later the party attended the Paul Revere exercises at North square.

SHOWERED WITH GIFTS

While representatives of the city and commonwealth lauded the achievements and objectives of the Veterans of Foreign Wars at the various ceremonial functions, the Massachusetts department of the organization showered gifts on its chiefs, and speaker after speaker welcomed them to the tradition and history of the Bay State.

Comdr. Duff, in his addresses, brought his organization's message of preparedness as urged in a program adopted by the veterans to combat the insidious propaganda of pacifists and communists. He further asked that members of the order support, to the best of their ability, the Swift bill, now before Congress, which provides for compensation for all disabled veterans.

He charged that Congress, "full of bills and full of men who want to be re-elected next fall, is doing nothing but grandstanding. The Swift bill, which originated in our organization, is being bitterly attacked by economists and other veteran orders, but we must insist that the government pay the veteran what he has lost through service to his country."

PENSIONS FOR WIDOWS

Mrs. Hanken, presenting the viewpoint of the wives and widows of veterans, declared that the women of the auxiliary are just as good as the wife of the President of the United States, that if the President's wife receives a pension of \$5000, the wives and widows of veterans who also served their country's flag were as much entitled to the aid of their government in time of need.

Comdr. Duff's attack on pacifism and communistic propaganda was staunchly upheld by Mayor Curley, toastmaster at the city's luncheon to the visiting officials yesterday noon. Gaspar G. Bacon, president of the Massachusetts Senate, and Rear Admiral Philip Andrews, U. S. N., commandant of the Boston navy yard.

Other speakers at the various functions were: Gov. Allen, who presented Comdr. Duff a writing set in be-

half of the state department; Col. William B. Buritt, U. S. A.; John F. Fitzgerald, former mayor of Boston; Max Singer, commander of the state department, who was toastmaster at the banquet last night; National Senior Vice-Commander Paul Wolman, Past National Commander-in-Chief Eugene P. Carver; William J. Corbett, national director of the veterans' Americanization committee; State Department President Mary O'Keefe of the ladies' auxiliary, and Francis C. Malley, department commander of New Hampshire.

The committee on taxation, with the assistance of the House counsel, has been drafting a new bill, and this will be presented by the end of the week, it is hoped. It will go directly to ways and means, but when it gets back to the deliberative bodies an extensive discussion is anticipated.

The bill for old age pensions is with ways and means now and is slow coming out. There is a big problem in connection with it. It is expected that the majority of the legislators are eager to pass a measure of some description, but if one is passed, where is the money to come from to finance it?

The means to provide the finances first of all must be provided and the suggestion has been advanced to increase the poll tax. That is most objectionable and presents an unpleasant situation.

REGULATION OF TAXIS

The bill for the regulation of taxicabs was given its second reading in the Senate last Thursday without a voice being raised against it. That will not be repeated when it comes up again tomorrow or Tuesday. A move will be made to substitute Representative Finnegan's drastic bill. Senator Henry W. Parkman has some set ideas on the subject. An able and resourceful fighter he is likely to consolidate some support among his associates, and a big fight will be staged in the Senate. If it reaches the House another bitter discussion will be staged.

The committee on power and light hopes to have its hearings on the power issue completed by the end of the week and a report ready about May 5. That measure must go then to ways and means, so the optimism of an early prorogation is beginning to be dissipated. The power hearings have begun to arouse interest.

Hearings have been concluded on the phase relating to the regulation of holding companies, while municipal plants are being continued. After that will come hearings on the residue of the recommendations of the special recess commission on power and light, following which the committee will hold its executive sessions. The entire subject then will be gone over again in the Legislature.

The big items ahead, therefore, are taxicabs, insurance, taxation, boxing, old age pensions and power and light. The supreme court has somewhat simplified the insurance issue for the Legislature, if it has confused matters for the leaders. There remain numerous items of minor consequences, but swift work is being done daily in getting them cleaned up.

Once the Legislature concludes its deliberations will come the avalanche of announcements from candidates for all the various offices. Members of both branches already are being harassed by ambitious rivals who are threatening to seek to replace the present seat holders. Some of the legislators are making plans to seek promotion.

This period of marking time is merely the calm that precedes the storm.

PLANE ARBELLA ON TERCENTENARY TOUR

Will Invite Folks of 65
Cities to Boston

The new Arbella, the airplane which will visit 65 cities throughout the country on a goodwill tour to invite visitors to Massachusetts during the tercentenary celebration and the Legion convention, was given a royal sendoff yesterday noon by more than 7500 persons at the East Boston Airport. Before the plane left, about 30 airplanes circled overhead and dropped American flags attached to tiny parachutes.

Inez Dudley Kenyon christened the plane, which is piloted by Russell Boardman. The Legion representative is Lieut Col Alfred J. L. Ford. The plane left Boston for Worcester, Springfield and Albany, where the party stayed last night.

Gaspar G. Bacon, president of the State Senate, who represented Gov Allen, spoke on "What the Tercentenary Celebration Means to the Nation" at the exercises. Mayor Curley spoke on Boston's participation in the tercentenary celebration and the importance of the Legion convention. The American Legion was represented by State Commander John J. O'Connell, who headed 200 uniformed Legionnaires. Other speakers were Commander Thomas E. Barry of Lieut Lawrence J. Flaherty Post, A. L., of East Boston; Col Carroll J. Swans, president of the 1930 National Convention Corporation; Gen William Pew of Salem, John Jackson Walsh of the State tercentenary committee; Ex-Mayor John F. Fitzgerald of the Boston tercentenary committee and Mrs Stephen Hurd, president of the D. A. R.

5000 IN ROXBURY SEE START OF "DAWES" TO LEXINGTON

Patriots' Day Gathering in Eliot Sq Hears Speeches by
Youngman, Fitzgerald, Curley, Bacon



Sergt Joseph L. Reagan (as William Dawes Jr, mounted) Being Sent
Off by James H. Beattie From Eliot Sq, Roxbury.

More than 5000 persons gathered in John Eliot sq, Roxbury, yesterday morning at the annual Patriots' Day exercises held outside the Norfolk House under the auspices of the Patriots' Day committee of Roxbury and Boston.

After the exercises "William Dawes Jr." impersonated by Sergt Joseph L.

Reagan of Troop A, 110th Cavalry, started from Eliot sq and went over the famous route once traversed by Dawes to warn the countryside of the approach of the British. "Dawes" rode along Roxbury st to Roxbury Crossing, to Tremont st, to Huntington av, to Boylston st, to Brookline Village and from there to Lexington. A mounted escort of eight cavalymen accompanied the rider, who was attired in Colonial costume, similar to that worn by the original on his famous ride.

Melhado Presides

At the historical exercises George Melhado, president of the Roxbury Board of Trade, presided. He was introduced by Frederick J. Soule, director of the Norfolk House Center and a member of the Roxbury Tercenten-

ary Association. Mr Melhado gave an address of welcome, calling attention to the fact that this was the tercentenary year and that the occasion had special significance on account of this fact.

A concert was given by the 101st Veterans' Band under the direction of James Coughlin. Flag raising was by the Roxbury Boy and Girl Scouts. A military salute was given by the Massachusetts State Guard Association. Roxbury school children participated in the pledge of allegiance to the flag, led by Scoutmaster F. X. McLaughlin. A patriotic recitation was given by Bobby Soule. Mrs Dorothy T. McCarthy sang "Columbia, the Gem of the Ocean" and "America." Community singing was led by Rev C. W. Casson.

Invocation was by Rev Frederick W. Fitts of St John's Episcopal Church. Greetings of the city were extended by Joseph A. F. O'Neill, president of the Citizens' Public Celebrations Association. He declared that April was a most propitious month for celebrations and said that the idea of perpetuating the Dawes ride was meritorious.

Lieut-Gov William S. Youngman represented the Commonwealth and spoke on the founding of Boston, citing the numerous important events to be celebrated in addition to the ride of Dawes.

Meins on Independence

Walter R. Meins, president of the Roxbury Historical Society, declared that the people of Roxbury were celebrating one of the outstanding incidents in the early days of the Revolutionary War. Such incidents had much to do with making the United States an independent Nation, he said.

Dawes Jr rightfully takes his place alongside of his illustrious contemporary, Paul Revere, he said. Mr Meins said that the spirit of independence of the American people dates back much farther than the American Revolution and still governs the people of today in this country.

Ex-Mayor John F. Fitzgerald eulogized Dawes. Mayor James M. Curley arrived at the exercises just before the rider started for Lexington and added his words of praise to the celebration. Senator Gaspar G. Bacon also spoke.

"Dawes Jr" was introduced from the balcony of the Norfolk House Center and then descended to the street, mounting his horse and starting on his journey.

The committee in charge of the celebration included George Melhado, chairman; Lawrence J. Lewis, Edward Davenport, Mrs Myles O'Dwyer, Frank F. Tripp of the Roxbury Patriots' Day Association, representing 40 civic and patriotic organizations; Walter R. Meins, president of the Roxbury Tercentenary Association; Representative Charles L. Page, executive chairman; Anselm L. Bacon, Sherwin L. Cook, Edith W. Emerson, William J. Fern, Frank Houghton and Frederick J. Soule.

MRS HANKEN "STEALS SHOW" AT LUNCHEON

Head of V. F. W. Auxiliary Likened to Jeanne d'Arc

Mayor Curley Host to National Commander-in-Chief Duff

With apropos witticisms, many degrees above "wisecracks," Mayor Curley introduced the speakers at the Patriots' Day luncheon which he gave yesterday at the Ritz Carlton to National Commander-in-Chief Ezekiah N. Duff of the Veterans of Foreign Wars of the United States.

But Mrs. Eugene Hanken of Revere, national president of the V. F. W. Auxiliary, "stole the show" just as she had two days before at Gov Allen's luncheon for the same veterans at the Parker House.

The Mayor has run the patriotic gamut from the early pioneers of this country, who "made possible the Republic," through Cuba, the Philippines, China, France, Belgium and even Russia, to the present day.

He contrasted Mrs. Hanken to Jeanne d'Arc and said that if she were a man she was worthy to be an officer of Caesar's Legion, "always on the march, just having completed a tour officially of 45 States."

"Taps," as sometimes, was not sounded for departed veterans.

After praising Boston, Mrs. Hanken called on the 100 present to rise and stand a minute in silent prayer for "the speedy recovery to complete health of Mayor Curley's wonderful wife."

Then she visualized the picture she had recently seen of the kiddies hearing bedtime stories from the "home mothers" in 10 two-story cottages comprising the V. F. W. National Home for orphans and widows of deceased veterans, at Eaton Rapids, Mich.—also, the study of home lessons behind lighted windows on the second floors of the cottages.

In calling upon Director William J. Corbett of the Americanization committee of the V. F. W., Mayor Curley said:

"There is soce State in this Union where Pacifism has not taken root, where there is no especial premiums set on lack of preparedness. That is Illinois. So I call on Director Corbett, from Chicago. And I do not expect him to recount the efforts to encourage national preparedness on the part of Al Capone. We welcome him with our blessing."

V. F. W. Program

Mr Corbett then read aloud the program of his committee, of which part follows:

"We, the Veterans of Foreign Wars of the United States of America, ask for the unqualified support of our people in this most necessary work.

"American institutions and ideals

are being undermined by an insidious propaganda disseminated by various communistic organizations throughout the Nation.

"Persistent proselyting and the poisoning of the minds of our people has filled with alarm our organization, our jurists, our statesmen and our national Government.

"There have been a vast number of suggestions on how best to combat these false and malicious doctrines of discontent, disloyalty and contempt for property rights.

"Industrial organizations, patriotic and fraternal societies have been endeavoring to work out concrete plans to correct these baneful influences that are threatening to disrupt our commercial life and upset the foundations of Government.

"In view of the urgent need of a systematic, comprehensive and practical method we submit to the people of the United States a plan approved by the highest authorities in our country. This is the most complete, comprehensive and practical program that has been worked out to accomplish the purpose to which we have set ourselves."

Army and Navy Speakers

Introducing Col Wilson B. Burt, representing Brig Gen Merriweather I. Walker of the 1st Army Corps Area, Mayor Curley said:

"It is probably a fact that, in decimating the Army, that body has been cut down until its representation now is hardly much more than the police department of New York city; and now it appears that some people want to decimate the Navy, too."

Rear Admiral Philip Andrews he styled "the savior of the United States frigate Constitution."

The Admiral, with characteristic nautical brevity, replied:

"This has surprised me. I will leave the talking to those who come later. I'll only say this: The Veterans of Foreign Wars and other organizations are carrying on the traditions of which the Mayor spoke, the traditions which made our Republic what it is. This organization is doing a very large share in that respect."

Mayor Curley referred to Pres Gaspar G. Bacon of the Senate as "a fighter with diplomacy worthy of such a father, our Ambassador to France."

Pres Bacon, treasurer of the American Legion 1930 National Convention Corporation, referred to Veterans of Foreign Wars as "second to none in their conduct of the National Home for Widows and Orphans at Eaton Rapids."

He asserted "a colleague of mine in the Legislature first suggested this Gold Star Mother pilgrimage to France, which has now borne fruit."

He pointed to Representative Lewis R. Sullivan of Dorchester, sitting near him.

Saying, "Sometimes this pacifism is inclined to go a little too far," he com-

mended the recent resolution adopted by the D. A. R. in Washington:

"We had rather go forward with equipment to meet any emergency than take a chance that the millennium is close at hand."

Ex-Mayor Fitzgerald Sings

In the middle of the luncheon Mayor Curley called on Ex-Mayor Fitzgerald to sing "Sweet Adeline."

He told how the latter as a Congressman had gone to Montauk Point to cheer up the sick returning soldiers of the Spanish War with that song. He added:

"It's not the soldiers and the sailors that start a war. It's the munitions makers and the statesmen desirous of remaining in office. Then the soldiers and sailors go in and save them both."

For other singing at that time the Mayor called on Brig Gen "Jack" Dunn, a former national commander-in-chief of the V. F. W., who revived memories with the old Philippines song: "Home, Boys, Home," of which he omitted some of the 40-odd verses.

Singing became general and was engaged in by Mrs Helen Galvin, Joseph J. Mikolajewski of the Licensing Department, Jacob Lampert, one of Commodore Dewey's fleet, and State Commander Max Singer of the V. F. W. The last named gained much applause with "The Road to Mandalay."

Introducing the State commander, Mayor Curley said:

"Max Singer, still a police officer."

And of Mrs Teresa Singer: "The wife who by her charming companionship makes it possible for him to remain still a police officer."

When National Commander Duff concluded the speaking he referred feelingly to the hospitality Boston, through Gov Allen and Mayor Curley, had shown him. Then he said:

"I was struck this morning by the contrast of what I saw: Paul Revere starting off on a horse for Lexington, and nearby a giant airplane starting on a good-will tour of most of the States of this country east of the Rocky Mountains.

"And it came over me how different Boston is—reviving our forefathers.

"Would there were more cities in the country like it."

GLOBE 4/20/30

DOWNTOWN PARADE FEATURE OF BOSTON'S CELEBRATION



JUDGE FRANK LEVERONI DEDICATING TABLET ON GARDEN COURT ST

The Patriots' Day program in the downtown section of the city began officially about 8:50 yesterday morning with the pealing of the bell in King's Chapel at the head of School st. This bell was recast in the Boston foundry of Paul Revere and his son in 1816.

While the bell was ringing a patriotic group was assembling in front of City Hall to participate in the raising of the American flag and the municipal flag. J. Philip O'Connell, director of public celebrations, hoisted the Stars and Stripes to the top, and Charles L. Burrill, chairman of the citizens' committee, raised the city flag to the top of the pole.

At 9 o'clock there was a parade from City Hall to North sq, led by Capt Anthony Moschella, U. S. M. C., retired, as marshal. The parade roster included a United States Navy band and battalion, veterans of the Grand Army,

Kearsarge Naval Veterans, Mayor Curley and his staff, composed of "Phil" O'Connell, director of public celebrations, and the assistant director, Frank B. Howland; the following members of the Boston City Council: William G. Lynch, president; Timothy J. Donovan, Thomas H. Green, John I. Fitzgerald, Seth F. Arnold, Laurence Curtis, Michael J. Mahoney, John F. Dowd, Richard D. Gleason, Leo F. Power, Edward L. Englert, Herman L. Bush, Joseph McGrath, Israel Ruby, Francis E. Kelly, Albert L. Fish, Robert Gardiner Wilson Jr, Clement A. Norton, Peter A. Murray, Joseph P. Cox, James Hein, Edward M. Gallagher, and the Patriots' Day committee, comprising the following: Charles L. Burrill, chairman; John B. Archibald, Henry F. Brennan, Charles H. Cole, Wilfred F. Kelley, William Carroll Hill, Henry I. Lazarus, Frank Leveroni, John A. Scanga, Joseph A. Scolponetti, Henry J. D. Small, Frederick J. Soule; Joseph A. F. O'Neil, president, and E. B. Mero, secretary.

Next in line was a detachment of Spanish War Veterans, the American Legion, Veterans of Foreign Wars and a family group of Puritans, arranged as a tercentenary feature; colonial organization representatives, High School Cadets with a band. Girl Scouts with a drum corps, a troop of Boy Scouts with a band from the Farm and Trade School, cadets from St Joseph's parish over in the West End, and, last, "Paul Revere" with his cavalry escort.

Line Pauses Three Times

On the way to North sq the line of marchers paused three times, twice to unveil and dedicate tablets to mark historic sites, and once as they passed the American House on Hanover st, to salute the site of the home of Dr John Warren. It was there that Revere got his instructions before he took up the famous midnight ride. The two tablets were placed under the auspices of the city of Boston on the advice of Walter Kendall Watkins of the Mayor's Municipal Historical Committee. The first tablet was unveiled on the building at 175 Washington st, near Court st, and now occupied by the Exchange Trust Company. It is a bronze plaque to commemorate the site of the goldsmith shop of Paul Revere. The colonial colors of blue and yellow formed a small canopy over the tablet. Here Wilfred F. Kelley, a Dorchester schoolmaster, spoke briefly.

Second Dedication

The second dedication took place down in the heart of the North End in Garden-st st, a narrow thoroughfare extending from Fleet st to North sq. The group halted five minutes while Judge Frank Leveroni of the Boston Juvenile Court unveiled the plaque on the brick house on the site of the home of Thomas Hutchinson, royal Governor and descendant of Anne Hutchinson. The house is on the north side of the little street. An Italian woman living on the second floor hung out an American flag and three varicolored pompos in celebration of the dedication.

Mayor Curley had the tablets put in place in the belief they would be interesting markers for the great many visitors that are sure to come to Boston in connection with the tercentenary celebrations all through the Summer and Fall months.

The paraders then marched into North sq to join in the celebration attending the departure of "Paul Revere."

ADVERTISER 4/20/30

CITY TO CO-OPERATE WITH NEW SHIP LINE

Full co-operation of the City of Boston has been promised by Mayor Curley to officials of the Cosulich line, which has announced that Boston is to be made a port of entry for its European sailings.

"Most pleasing and welcome news," the mayor has written to Gen. Mgr. Harold J. Feistel, New York.

STATE DEMOCRATS KEEP CLOSE EYE ON DEVELOPMENTS WITHIN RANKS OF THEIR OPPONENTS

By W. E. MULLINS

Marking time seems to be the favorite pastime these days for candidates, both announced and prospective, for the nominations for the chief offices on the two state tickets in the September primaries. Those few brave and bold individuals who have made the jump insist on conserving their ammunition against the more intensive days of warfare ahead lest they find themselves bereft of topics and issues when the voters will be more susceptible to persuasion.

Within the week it is expected that Marcus A. Coolidge of Fitchburg will put himself formally into the hustings, where he will seek to be ordained as the Democratic candidate for the United States Senate. He was in Boston Friday making a survey of the situation, and now that the Garrett investigation holds forth promises of giving politics a chance to make the front page again he will take the voters into his confidence to the extent of telling them why he is the logical man for the seat now occupied by Senator Gillett.

Up Springfield way considerable promotion work has been done in building up Joseph B. Ely as Democratic candidate for Governor. It is known that he is in a receptive mood but reluctant to consider the prospect of waging a fight against a Boston Democrat. The ancient game of second guessing now reveals forcefully what a dreadful blunder he was guilty of committing when he forfeited the opportunity of taking the Democratic nomination for congressman in the second congressional district special election last February.

COULD HAVE HAD IT

Although not a resident of that district, he might have had for the asking the nomination which went to William J. Granfield. Subsequent developments proved conclusively that the nomination was the equivalent of election, and had he accepted he undeniably now would be the foremost candidate the Democrats could put forth for Governor. Granfield is content to return to the Congress.

Right now the prospective Democratic candidates are awaiting developments in the Republican ranks. Frankly, they have been gloating over the controversial aspects of the tremendous explosion which is expected to follow swiftly in the wake of former Gov. Fuller's terrific blasts at his enemies within the party.

Friends of Judge Logan have been painting to John F. Fitzgerald's friends the glowing picture of power which might be generated by a Democratic ticket of Fitzzy for senator and Logan for Governor, but the former mayor remains unmoved. Senator Walsh is eager

to have a Yankee Democrat at the head of the ticket, and possible candidates advanced during the week have been Judge Frederic H. Chase, Sherman Whipple, Ely, Andrew J. Peters, Coolidge, Jeremiah Smith and William G. Thompson. The candidacy of Representative Roland D. Sawyer of Ware they refuse to consider.

The great difficulty the Democrats face is to get some one going who can surge to the forefront. Walsh, Mayor Curley and Fitzgerald admittedly are the most prominent figures in the party, but truthfully speaking the prospective candidates question the sincere support that either Walsh or Curley might contribute. Republicans have repeatedly pointed out that Walsh is not enthusiastic at the prospect of having another Democrat in the Senate, while they assert that Curley cannot afford to build up any one for Governor lest it interfere with his own ambitions in 1932.

BUTLER AND DRAPER

The Republican senatorial contest will not be a duel between the dry William M. Butler and the wet Eben S. Draper. There is a section of the party to whom neither is acceptable. These dissatisfied ones shudder at the prospect of supporting Fuller, and the field is being canvassed for a powerful alternate. It seems to have settled down to one among the group of President Gaspar G. Bacon of the Senate, A. Piatt Andrew or Mrs. Edith Nourse Rogers of the House. If Andrew can be persuaded to divorce himself from his close friend, Fuller, he may be the one.

This will be the crucial campaign of recent years for the Democrats. They must capitalize their chances now or stand aside, because two years hence the Republican party will have some new figures of state-wide proportions ready to break a lance in President Bacon and Speaker Leverett Saltonstall, the two outstanding men in the Legislature. There also lurks the possibility of a comeback by Atty.-Gen. Warner, who quite properly has held himself completely aloof from any political considerations during the conduct of the Garrett investigation. Powerful and decisive action on his part from now on cannot help but force him into prominence.

Gov. Allen now faces the delicate assignment of making some appointments which must leave some dissatisfaction behind them. Selecting a successor to Police Commissioner Wilson is the most important task, but in addition to that he has the appointing of 10 special justices for district courts under the provisions of a law passed last month.

The appointments will be made for the district courts in the 2d Bristol (Fall River), the 3d Bristol (New Bed-

ford), southern Essex (Lynn), Lawrence, Springfield, 1st eastern Middlesex (Malden), 3d eastern Middlesex (Cambridge), Lowell, East Norfolk (Quincy) and Worcester.

COVETED BY LAWYERS

The appointments carry little financial reward, but they are coveted by lawyers because of the prestige that goes with the privilege of using "judge" before their names. Political pressure for these appointments has been applied from many sources. It is not mandatory for the Governor to make them, and to avoid the dissatisfaction which is certain to be caused to the disappointed candidates he may decide to delay making them until after the election.

One recent appointment that has created considerable discussion was that of John C. Hull of Leominster, former speaker, to be head of the new sale of securities division in the department of public utilities. The last Legislature created the position and the appointment could have been made last fall. More than a week ago Hull was appointed by Henry C. Atwill, the chairman, but confirmation by the Governor's council is required. It was significant that Gov. Allen did not submit Hull's name to the council at its meeting last week, but there may be some good reason for the delay, because Hull undeniably possesses the qualifications for the position. The name of Andrew A. Highlands had been prominently mentioned in the fall when the appointment first came up.

The most important occurrence last week at the State House in matters relating to the Legislature was the adverse opinion of the supreme court on the Goodwin state fund insurance bill. It has resulted in creating a confusing problem. There is no precedent to go by in handling the situation thus created.

It has so many legal aspects that it will be taken up in conference by the Governor, the attorney-general and the heads of the two branches because they are anxious to be sure of their position before taking any definite action.

The chances are that the insurance committee, now holding the bill, may ask to be discharged of it on the ground that the supreme court has declared it unconstitutional and so not properly before the Legislature. There is, however, nothing to prevent the Legislature from passing a bill which is unconstitutional.

CANNOT GET ON BALLOT

In any event, the question cannot get on the ballot. There is a precedent for preventing that by the Brooks vs. Secretary of State issue in 1926, when a petition of mandamus was brought to keep the baseball bill off the ballot. That precedent is conclusive and exactly similar to this because of the faulty description of the compulsory insurance petition. The secretary of state can be enjoined from placing it on the ballot.

The Legislature undoubtedly will take the easy way out and discharge the committee, but that will not settle the harassing issue of rearranging the zone system of fixing the compulsory insurance rates which comes up in other measures. That will be a highly controversial subject and sure to take up much time in debate.

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Post 4/21/30
GLOBE

organization in the Mayor's campaign for the mayoralty. He charged the latter with being lax in not demanding a settlement of the present dispute from the mayor, if the allegations were true that the power plant at City Hall was being turned over to square a political debt.

Talks of "Octopus"

In reporting for the committee, Mr. Russell stated that when the committee called at City Hall Thursday to see the mayor, they saw Superintendent Englert instead, on the advice of one of the mayor's secretaries. In his report he declared that a political debt may be being paid off through the turning over of the municipal power plant to an outside power company. He talked on the "ever-growing power of the octopus" and said he didn't think the mayor realized the far-reaching efforts of the octopus and the present situation, which he declared, would probably lead the engineers and the firemen of the city, State and country, to favor public ownership, if the present apathy of the labor movement continued.

"We are informed," said he, "that the power company in question has filed a brief that it can furnish heat, power and light at City Hall with a saving of \$12,000 a year, which we doubt. Mayor Curley, however, didn't stop to think or consider the additional cost of \$6000 to the city in changing over the municipal plant to burn oil in place of coal, and by so doing giving preference in employment to non-union oil handlers to the detriment of union coal teamsters."

President Sidd declared that the mayor at no time had refused to meet a committee from the central body, and that the secretary of the central body, who makes the appointments for such conferences, told him that the mayor had advised the committee through his secretary that if the conference with Supt. Englert was not satisfactory, to see him personally.

Tossing C. L. U. Around

Delegate Kearney expressed the opinion that the Mayor had got in touch with the power company, after he had learned that the budget of expense from the public building department was to cost \$25,000, and determined to save the difference of \$19,000 between the \$6000 figure of the power company and the alleged budget cost of maintenance.

"I believe," said he, "that Curley has not only sanctioned the contract, but that it had already been signed and that they are simply tossing the C. L. U. around football fashion, and it should be stopped. The change-over means the discharge of nine union men to begin with, fewer jobs, and a saving on the city's payroll in one respect, at the expense of union men and taxpayers, who ultimately pay the bills."

"The Mayor is deliberately throwing the nine out of jobs over the protest of their representatives, and where are the labor men who, during the Curley campaign, were screeching and yelling for him?"

At this juncture Kearney pointed his finger at President Sidd, saying: "You lent your name and endorsement of this body to the Mayor in his campaign, so that your place is at City Hall, demanding that the jobs of these men be saved. You can't afford to duck this issue, and you can't do it here. Mr. Russell is not a delegate here, but you are, and if Curley is 'paying political debts,' you should not be sitting silent here, but be at City Hall wearing the banner of the labor movement in its behalf. Remember, Mayor Curley has gubernatorial aspirations."

Replying to this attack, President Sidd said: "A previous speaker, who is always seeking newspaper publicity at every opportunity, has attacked the president of this body, and has only

confused the issue here. The facts are that the committee that waited upon the mayor and saw Superintendent Englert, was a committee named by me as chairman of the executive board of the C. L. U., and of which I was a member. The committee, following the conference with Englert, as I remember it, decided that a smaller group could do more effective work in the next conference with the mayor, which was scheduled without thought for Friday, which happened to be Good Friday. As the following day was Patriot's Day, and a holiday, and the next day, today, Sunday, there was no possible way of getting a conference with the mayor before tomorrow.

"The mayor at no time has refused to see a committee from the C. L. U. I was with him in his last election and am proud that I was. If the election was tomorrow, I would still be with him, and am not looking for, never have, and never expect gratuities for my political adherence."

C. L. U. CONTROVERSY CENTERS ON CURLEY

Mayor Attacked, Defended for Power Plant Change

Conference Arranged Today for Craft Unions' Committee

The meeting of the Boston Central Labor Union yesterday afternoon was featured by a hot debate after charges were made that Mayor Curley was "paying a political debt" by turning the power and heating of City Hall over to the Edison Electric Illuminating Company instead of maintaining the plant that has been in operation "very satisfactorily for many years."

Mayor Curley was attacked and defended by various speakers following the report made by a committee, which discussed the proposed change with Supt. of Public Buildings Englert, to the effect that no satisfactory result had come from this meeting.

Speakers antagonistic to Mayor Curley immediately charged him with "being too big to see a committee from the Boston Central Labor Union," and one speaker demanded that Nathan Sidd, president of the C. L. U., who supported Mayor Curley, collect the debt owed the labor movement by obtaining a conference for a committee so that a demand could be made for the retention of the City Hall power plant.

Defenders of Mayor

Mayor Curley was defended by Pres Sidd, P. Harry Jennings, a vice president of the Teamsters' International Union, and others. Pres Sidd stated that Mayor Curley never refused to grant a meeting with a labor committee, and that a conference to discuss this situation had already been arranged to take place today. Harry P. Grages, secretary of the C. L. U., verified this statement.

The routine of a quiet meeting was disrupted by Harry A. Russell, supervisor of the local unions affiliated with the International Union of Steam

and Operating Engineers, a member of the committee representing different craft unions, which went to City Hall last Thursday to seek an interview with Mayor Curley.

Because of no previous appointment, Mayor Curley could find no time to meet the committee. At the suggestion of one of the secretaries at the Mayor's office, the committee called on Mr Englert to talk over the situation.

When this committee failed to make the progress desired Pres Sidd of the C. L. U. arranged the meeting with Mayor Curley for 11 o'clock this morning.

Russell's Remarks

Mr Russell, in opening his talk, said that he believed a political debt was being paid when a municipal power plant was being turned over to the "ever-growing power octopus." He further said that a continuance of the present policy will mean the engineers' and firemen's unions advocating public ownership.

John J. Kearney, business agent of the Walters' Union, Local 34, said that he hated to believe that Mayor Curley had refused a conference to a labor committee, but he believed that a study of the cost of operating the present plant and the cost for service from the company, showed a saving under the proposed plan.

"I believe," he said, "Mayor Curley has not only sanctioned the change, but has already signed a contract, with the result that the labor committee is getting a tossing around. This should be stopped."

Pointing his finger at Pres Sidd, Mr Kearney said: "You lent your name and the indorsement of this organization to Mayor Curley in his campaign. Your place is at City Hall demanding that the jobs of these men be saved. You can't afford to duck this issue and you can't do it here. Mr Russell is not a delegate here, but you are, and, if Curley is paying political debts, you should not be sitting silent here, but at the City Hall wearing the banner of the labor movement. Remember Mr Curley has Gubernatorial aspirations."

Pres Sidd in answer said: "The previous speaker, who is always seeking newspaper publicity at every opportunity, has attacked the president of this body and has only confused the issues under discussion." He explained the meeting with Englert and the arrangements for today.

Delegate Jennings defended Mayor Curley as a friend of organized labor.

TRAVELER 4/21/30 PLAYGROUND FETES FOR TERCENTENARY

Exhibitions of athletic activities at every playground in Boston with athletic competitions for boys and girls may be made a feature of the Tercentenary program.

Mayor Curley will confer Thursday at 10:30 A. M., with Park Commissioner William P. Long and Joseph Lee of the American Playground Association to discuss Lee's suggestion, made to the mayor today, for the inclusion of the municipal playgrounds in the city's celebration program.

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TRANSCRIPT 4/21/30

crease of \$1,918,210.17 above the total budget recommendations made in 1929. From the taxation standpoint the budget of this year is an increase in the tax burden of \$3,733,760.35. The factors in this increase are as follows:

Shrinkage in "free cash," etc.	\$1,684,742.51	\$.98
Increase in personal service requirements	1,085,073.52	.57
Increase in welfare and relief appropriations	405,000.00	.21
Increase in debt requirements	256,171.04	.14
Miscellaneous	102,773.28	.05
Total	\$3,733,760.35	\$1.95

Increased Payroll

Approximately 75 per cent of the increase in personal service requirements in this year's budget, the committee says, may be attributed to overlay resulting from salary increases granted and new positions established during 1929. The balance of the payroll increase is caused by salary increases granted under sliding scales to city and county employees, new positions allowed in city and county departments where increased business and activities warrant the same, and increase in appropriations for temporary employees for the purpose of helping to alleviate unemployment conditions. The same conditions are responsible for the increase in welfare and relief appropriations distributed by the Public Welfare and Soldiers' Relief departments.

The increase in debt requirements is caused largely by the continued insistence of the Legislature that loans authorized outside the debt limit in recent years be issued for shorter terms than previously prevailed, "thereby unfairly placing a disproportionate burden on present tax payers and those of the more immediate future."

Further, the committee points out that by far the greater part of the 1930 increase in the expense of operating the city business is composed of \$672,741.23 in salary increases granted and new positions created by the previous administration in 1929; the sum of \$246,072.47 for new positions in hospitals, institutions and other departments due to expansion resulting from new building; \$204,724.89 provided for temporary employees largely to relieve unemployment, as well as for the extra election this year; an increased budget of \$387,198.27 for the Public Welfare Department and \$37,724.88 for Soldiers' Relief Department; \$136,797.16 in salary increases for 2369 of the lowest paid city employees; \$45,000 representing additional pension requirements in police and fire departments for the retirement of the older members of the uniformed forces; \$233,000 additional for food and medical supplies in the hospitals and institutions because of the increase in the number of patients following the construction of new buildings; approximately \$120,000 for necessary trucks in the paving and the sanitary divisions of the Public Works Department, chiefly for replacement of heavy duty trucks purchased four years ago; \$75,000 incident to proper observance of the Tercentenary; \$20,000 additional for increased purchases of books for the Public Library; \$7000 for correction and codification of birth records in the Registry Department; a similar item of \$6000 for the modernizing of assessment maps and plans in the assessing department; and finally an increase of \$9500 for the proposed substitution of Edison current at City Hall.

"Your committee has fully realized its responsibility, and that of the City Council, in checking back allowances of the mayor made in the light of present department estimates as well as by comparison with expenditures during each of the

past three years," the report says. "It is the opinion of the members of the committee that while the final check of the annual budget by the City Council is a wise and proper provision in the charter, in order that the city may be protected against unexplained or improvident increases in any item or items by any department head in any year by any mayor, yet the mayor, and especially a mayor with eight years of previous experience at the head of our city Government, may himself be assumed at the outset to possess a certain degree of intelligence and business efficiency in the operation of the vast business of which he is the chief executive. Likewise department heads, especially with the seal of civil service approval, and with some degree of business training, may be assumed on the average to possess honesty, and administrative ability, fairly comparable even with those critics of our city Government who most frequently criticize the City Council for any failure on its part to slash and tear the mayor's budget."

The committee calls attention to the efficient reduction in jury expenses by the present district attorney of Suffolk County from \$165,000 in 1926 to \$106,640 in 1929; the 1929 profit in the water department amounting to \$451,000; the printing department's net profit of \$23,000 on a business volume of \$364,245; a continued annual ferry deficit in excess of \$675,000; and a net loss of \$8058.91 in the statistics department chiefly due to the perhaps preferable procedure of the collecting department inaugurated three years ago whereby tax sales are advertised by that department in the City Record only once at the close of the year.

The committee finds that the special survey on lighting made last year, at a cost of \$5650, in the opinion of the present public works commissioner has proved wholly valueless. It reports the total number of nurses now at the Boston City Hospital as 100 in excess of the number one year ago, and present budget provisions assure thirty more graduate nurses during 1930 besides twenty-five additional nurses at the Sanatorium.

An increase this year from \$200 to \$2000 for witness fees at the Chelsea Court is another reminder, the committee says of this continued injustice to the taxpayers of Boston. In every District Court in Suffolk County, except Chelsea, the recent legislative increase of witness fees from 50 cents to \$1.50 has resulted in no increase in the budget, because fees in those courts are paid out of revenue received from fines, etc. In the Chelsea Court, however, under existing statute, all the revenues which should properly be utilized to absorb this increase must be paid into the treasury of the city of Chelsea.

With reference to a continued annual expense averaging \$25,000 for repairs on the boat Michael J. Perkins, the committee agrees with the budget commissioner that early consideration might well be given to replacement of the boat since this annual cost of repairs alone would almost cover all interest requirements of a loan for a new boat.

"The present Institutions Commissioner reports that the pulverizing units and new boilers recently installed at the Long Island Hospital, at a total cost in excess of \$185,000, are highly dangerous. The report says: "A later request for funds this year to rectify the situation may mean an additional appropriation and should never have been installed," for that department as high as \$100,000."

The committee expresses doubt as to the advisability of creating a traffic commission of five members, four of whom

are each at the head of some other important and busy department. Finally there is reference to the comment of Secretary Pratt of the Good Government Association, who, at the final hearing remarked that the budget was one of the best ever submitted to the City Council a fairly watertight document, and complimented the committee's work.

Post 4/21/30

C. L. U. MEN IN ATTACK ON CURLEY

"Tossing Us Around" on Power Plant, Says One

Charges that Mayor Curley may be paying a political debt in turning over the municipal plant to a power company, and the query as to whether the Mayor is too big to see a committee from the organized labor movement, were made by Harry A. Russell, supervisor of the local unions of the International Union of Steam Operating Engineers, at the meeting of the Boston Central Labor Union at Wells Memorial building yesterday.

ASSAIL MAYOR'S PLAN

The attack on the Mayor occurred during a report made by the committee that conferred with Superintendent of Buildings John P. Englert last week, in labor's efforts to have the city retain its power plant at City Hall instead of letting a contract to an outside power company to furnish this service. During the discussion the Mayor was attacked and defended by delegates on the floor.

Those who came to the defence of the Mayor included Nathan Sidd, president of the C. L. U., and P. Harry Jennings, a former business agent of the central body. President Sidd declared that the Mayor had never refused to see a committee from the C. L. U., and announced that a conference with the Mayor on the question in dispute had already been arranged for 11 o'clock this morning. This statement was borne out by Harry P. Grages, secretary and business agent of the body.

John J. Kearney, delegate from Waiters Union 34, joined in the attack on Mayor Curley, and also hit at President Sidd, whom he charged with lending his name and the name of the

AMERICAN 4/21/30

\$49,501,000 BUDGET IS APPROVED

**Boost Is Attributed to Larger
Salaries and New
Positions**

Predicting a boost of \$1.95 in the city tax rate, the City Council committee on appropriations today reported Mayor Curley's 1930 budget of \$49,501,799.53, 'ought to pass.'

The committee reported that its analysis of the budget disclosed that 75 per cent of the increase in personal service requirements are due to salary increases and new positions established during the year.

Through its chairman, Robert Gardiner Wilson, Jr., the committee praised the mayor for his efficient decisions and reported to the council that careful inquiry failed to show where any reductions of the mayor's allowances could be made.

The committee commended Dist. Atty. Foley for his reduction in jury expenses in Suffolk county and cited the added expense to the city of the traffic commission created last year that has already grown to a budget demand of \$271,838.70 with 61 employees.

The various expenditures of the city departments were commented on by the committee, increases and decreases being explained with each detail.

In closing the committee reported that it concurred with the representative of the Good Government Association, who sat in with them during discussions on the budget, in which Mr. Pratt said he thought it one of the best budgets that has been submitted to the City Council.

Pass Bill to Widen Summer and L Sts.

The House passed today, and sent to the Senate, the bill based on Mayor Curley's petition calling for widening of Summer and L sts., from a point in the vicinity of the Army Base to Broadway, South Boston. Under the bill, the city is authorized to borrow \$1,000,000 outside the debt limit.

No loan, under the bill, will be authorized until a sum equal to 10 per cent is voted for the same purpose from taxes or other sources of city revenue.

HERALD 4/21/30

CURLEY C. L. U. STORM CENTRE

**Attacked and Defended in
Debate on City Hall
Power Plant**

**CHAIRMAN DENIES
MAYOR WAS 'TOO BIG'**

Mayor Curley was assailed and defended at a spirited meeting of the Boston Central Labor Union yesterday concerning his decision to turn over the operation of the municipal power plant in City Hall to a power company. He was charged with "paying a political debt" and being "too big" to see a committee of the labor body.

The heated discussion started with a report by Harry A. Russell, supervisor of the local unions of the International Union of Steam Operating Engineers, as one of a committee of labor men who visited City Hall Thursday to protest to Mayor Curley, but who saw Superintendent of Public Buildings Englert instead, to whom they were directed by one of the mayor's secretaries.

"We are informed," Russell declared, "that the power company has filed a brief to the effect it can furnish heat, power and light at City Hall with a saving of \$12,000 a year, which we doubt. Mayor Curley, however, didn't stop to think or consider economy when the additional cost of \$6000 to the city was made in changing over the municipal plant to burn oil in place of coal and by so doing giving preference in employment to non-union oil handlers to the detriment of union coal teamsters."

President Nathan Sidd replied that at no time had the mayor refused to meet a committee from the central body and that the secretary had been informed by the mayor that if the conference with Supt. Englert was not satisfactory he would see him personally. A conference appointment with the mayor had been set for this morning, he said.

John J. Kearney, a delegate from the Waiters' Union, 34, denounced the mayor's action.

"I believe Curley has not only sanctioned the contract with the power company, but that it is already signed and that they are simply tossing the C. L. U. around football fashion. This should be stopped. The change over means the discharge of nine union men to begin with; fewer jobs and a saving on the city's payroll in one respect at the expense of union men."

Pointing his finger at President Sidd, he continued:

"You lent your name and the indorsement of this body to the mayor in his campaign, so that your place is at City Hall demanding that the jobs of these men be saved. You can't afford to duck the issue and you can't do it here. If Curley is paying political debts, you should not be sitting silent here, but be at City Hall wearing the banner of the labor movement in its behalf. Remember, Mayor Curley has gubernatorial aspirations."

In reply, President Sidd accused Kearney of seeking newspaper publicity and attempting to confuse the issue. He explained that as Friday was Good

Friday and Saturday a holiday, Monday was the first day on which an appointment with the mayor could be made.

"The mayor at no time has refused to see a committee from the C. L. U.," he declared. "I was with the mayor in his last election and am proud that I was. If the election was tomorrow I would still be with him and I am not looking for, never have and never expect gratuities for my political adherence."

Delegate P. Harry Jennings, a former business agent of the central body, was equally emphatic in defence of the mayor.

TRANSCRIPT 4/21/30

No Fault Is Discovered in City's Budget

**City Council Committee Re-
gards \$50,000,000 Order
as Watertight**

**Tribute to the Mayor
Favors \$10,000,000 Loan for
Streets and School
Investigation**

By Forrest P. Hull

Mayor Curley's \$49,501,799.53 annual appropriation bill, which represents an increase in the tax rate of \$1.95, has been adjudged a water-tight document by the City Council's committee on appropriations, Robert Gardiner Wilson, Jr., chairman, which today submitted its report to the full body. The committee in registering its complete confidence in the mayor and his department heads, pays high tribute to executive efficiency for the third or fourth time in the latter day history of the city.

The committee, which held several public hearings and received the testimony of all department heads, reviewed the budget in more or less detail and makes several important observations. Most important is the expressed hope that the Legislature, which gave the mayor a tax limit of \$1.50 per \$1000 in valuation more than he required, will express similar confidence in the city Government by granting the requested \$10,000,000 outside the debt limit for street improvements. It also approves the mayor's suggestion that \$10,000 be granted the Finance Commission for an investigation of school expenses.

Though the budget as submitted totals \$49,501,799.53, it represents a reduction of \$3,431,243.17 from the original departmental estimates for 1930 and an in-

curita

GLOBE 4/21/30

COUNCIL COMMITTEE PRAISES CURLEY BUDGET

Makes No Changes or Deductions and Reports It "Ought to Pass"—Totals \$49,501,799

The committee on appropriations of the Boston City Council which for the past two weeks has been going over the initial budget of Mayor Curley's administration, today reported to the City Council that the budget, without change or deduction, submitted by Mayor Curley, "ought to pass."

The allowances recommended by the Mayor total \$49,501,799.53, representing a reduction of \$3,431,243.71 from original departmental estimates for 1930, and an increase of \$1,918,210.17 above total budget recommendations made in 1929.

From a taxation standpoint the proposed budget for 1930 represents an increase in the tax burden of \$3,733,760.35, or approximately \$1.95 increase in the tax rate.

More in detail, the committee pointed out that by far the greater part of the 1930 increase in the expense of operating the city business is composed of \$672,741.28 in salary increases granted and new positions created by the previous administration in 1929; the sum of \$246,072.47 for new positions in hospital, institutions and other departments, due to expansion resulting from new building, etc.; \$204,724.89 provided for temporary employees, largely to relieve unemployment conditions, as well as for the extra election this year; an increased budget of \$387,198.27 for the Public Welfare Department and \$37,724.88 for Soldiers' Relief Department, thereby locally reflecting the continued Nation-wide industrial depression. \$136,797.16 in salary increases for 2366 of the lowest paid city employees; \$45,000 representing additional pension requirements in Police and Fire Departments, for the retirement of the older members of the uniformed forces; \$233,000 additional for food and medical supplies in the hospitals and institutions of the city because of the increase in the number of patients following the construction of new buildings; approximately \$120,000 for necessary trucks in the paving and the sanitary divisions of the Public Works Department, chiefly for replacement of heavy duty trucks purchased four years ago; \$75,000 incident to proper observance of the Tercentenary; \$20,000 additional for increased purchases of books for the Public Library; \$7000 for correction and codification of birth records in the Registry Department; a similar item of \$6000 for the modernizing of assessment maps and plans in the Assessing Department; and finally, an increase of \$9500 for the proposed substitution of Edison current at City Hall, in place of our own inefficient and worn-out plant, which increased expense, however, should be reflected in a substantial fuel saving."

Want \$10,000,000 for Highways

"The Massachusetts Legislature this year," said the committee, "in its fixing of a \$16 tax limit has displayed a welcome tendency to place some measure of reliance on our present municipal government, and that confidence to date would appear to have been not wholly misplaced in the light of the use of a tax limit \$1.50 a thousand below the maximum granted. Your committee hopes that the Legislature in its wisdom will go one step

further by granting the requested \$10,000,000 for street improvements and repairs with a realization that such an appropriation would for once permit the capital city of New England to do more than merely scratch the surface annually in street construction and incidentally supply employment when work is needed most. In hopeful anticipation that the Legislature will this year permit the requested loan outside the debt limit for this reconstruction and repair of streets, and for sidewalks, only nominal sums have been allotted to those items in the budget.

"In passing, the committee calls attention to the efficient reduction in jury expenses by the present district attorney of Suffolk County from \$165,000 in 1926 to \$106,640 in 1929; the 1929 profit in the Water Department, amounting to \$451,000; the Printing Department net profit of \$23,000 on a business volume of \$364,245; a continued annual Ferry deficit in excess of \$675,000, and a net loss of \$8058.91 in the Statistics Department, chiefly due to the, perhaps, preferable procedure of the Collecting Department inaugurated three years ago, whereby tax sales are advertised by that department in the City Record only once at the close of the year.

Praised by G. G. A.

"Mr Pratt, representing the Good Government Association, sat in at all hearings before your committee, and at the close of the final session made the following comment: "In the first place, I would like to say out of fairness that I think this is one of the best budgets that has been submitted to the City Council. On the whole I think it is fairly water tight, and I think the committee has gone into it very efficiently."

The report is signed by Robert Gardiner Wilson Jr., chairman; Herman L. Bush, Timothy F. Donovan, John I. Fitzgerald, Thomas H. Green, Joseph McGrath and Israel Ruby.

STEAMSHIP OFFICIALS VISIT MAYOR CURLEY

Dr Jur A. Scheurer, director, accompanied by Daniel J. Harkins, New England representative of the Hamburg-American Steamship Line, visited Mayor Curley this morning at City Hall. The Mayor related at length the advantages of Boston as a port.

Mayor Curley told Dr Scheurer of conferences with Gov Allen regarding the building of a huge grain elevator to accommodate grain from the West via the new Welland Canal and also described plans for an increased airport.

TECH EXPERTS TO INSPECT CITY HALL HEATING

Mayor Curley will invite an inspection of the City Hall heating and generating plant by the officials of the engineering department of the Massachusetts Institute of Technology.

Nathan Sidd, president of the Boston Central Labor Union; Harry P. Grages, Edmund McCarthy and Harry A. Russell, also of the Boston Central Labor

Union; Supt of Public Buildings John P. Englert and Budget Commissioner Charles J. Fox conferred today with Mayor Curley. Pres Sidd told the Mayor that he and his associates were of the opinion that the engine at present in use could, with slight and inexpensive alterations, be made serviceable for continued use.

If the experts from Tech submit a report concurring with that of the Central Labor Union officials, Mayor Curley said today that the plant will be permitted to continue in operation as at present.

PROPOSES TERCENTENARY PLAYGROUND AFFAIR

Joseph Lee of the American Playground Association today suggested to Mayor Curley that the public celebration committee in conjunction with the Park Department, plan to make this year a tercentenary playground affair, with weekly competitions between representatives from all parts of the city, on the city's playgrounds, the competition to last 10 weeks.

On Thursday, at 10:30 am, Mayor Curley will confer with Mr Lee and Park Commissioner William P. Long on the matter.

TRAVELER 4/21/30

CURLEY BUDGET IS APPROVED

Committee Compliments Mayor on His Wise Decisions

In recommending adoption in its entirety of the budget of \$49,501,799 submitted by Mayor Curley and embracing what he believes are all necessary appropriations or departmental maintenance and fixed financial charges for the current year, the committee on appropriations reported to the city council today that the increase in the budget represents a boost of \$1.95 in the tax rate. The net budget increase over last year is \$3,733,760.

The committee reported that its analysis of the budget disclosed that 75 per cent. of the increase in personal service requirements are attributable to salary increases granted and new positions established last year. The balance of the payroll increase is due to salary increases allowed under the sliding scales fixing the compensation of city and county employees and to new positions in departments where increased business warrants such action. The committee, through its chairman, Robert Gardiner Wilson, Jr., complimented Mayor Curley for his wise and efficient decisions and reported to the council that careful inquiry has failed to show any opportunity for reducing the allowances made by the mayor.

RECORD 4/22/30

Illegal Provisions in State Law Charged

Thousands of motor car owners in the city of Boston will be saved from the danger of arrest or seizure on their cars for non-payment of the 1929 auto excise taxes through drastic remedial action taken yesterday by the city authorities.

In addition, hundreds of thousands of dollars assessed under the alleged illegal provisions of the present state auto excise tax law will be rebated if collected.

Further large amounts will be saved to other car owners who have not yet paid these 1929 taxes.

These steps were announced yesterday after a conference between a representative of the Boston Daily Record with Chairman Edward T. Kelly of the Boston board of assessors and Acting City Collector John J. Lahey.

STORM OFFICES

For days hundreds of wrathful and bewildered car owners, even including many city officials and employees, business and professional men, have been storming the assessing and collecting offices with loud protests against the amount of their tax and, in many cases, against the prospect of arrest or seizure proceedings.

One of the chief troubles with the present auto excise law is that it has levied a tax on successive owners of the same car during the same year. If A bought a car in January he was taxed on it. If he sold it the next day or the next month to B, then B was likewise assessed a tax on the same car for the full year as soon as he registered it.

If there were multiple sales of the same car in one year there was a corresponding number of full-year assessments.

TO MAKE ABATEMENTS

As a result of yesterday's announcement, abatements will be made to all Boston car owners who have been taxed on a car on which a tax has already been paid for 1929 by the first owner.

The legality of the present multiple tax law and the authority of the state tax commissioner to impose this form of tax were challenged by the law department of the city of Boston.

According to Chairman Kelly of the Boston assessors, state officials admitted the procedure was questionable.

The result of it all was the framing of emergency legislation for 1930 in the form of a bill which provides that a car owner shall be taxed only for the actual time he owns the car.

MEASURE RETROACTIVE.

The bill provides that this measure is retroactive to January 1, 1930. This measure, Mr. Kelly said, has passed both branches of the Legislature and is before the Governor for signature.

Acting City Collector John J. Lahey said yesterday that car owners need not fear arrest or seizure of their machines where pleas for abatement of the 1929 excise taxes have been received by

the board of assessors and are awaiting decision.

Chairman Kelly of the assessors indicated to the Record that his board intended to be more than fair with every motor car owner, that every one of the thousands who have appeared seeking information as to how to avoid arrest for non-payment of the tax, will be considered as having petitioned for abatement.

MUST PAY "JUST TAXES"

He also said that if the car owner who deems his tax unjust will come in and take oath to the facts as represented, the board will assume that sufficient evidence has been given to warrant satisfactory adjustment. The 60-day abatement limit will be waived.

This does not apply, Chairman Kelly pointed out, to those who deliberately refrain from paying their just excise taxes. In these cases the city collector's office will proceed, of course, to enforce their authority to collect the tax.

Therefore, if you are a Boston motor car owner and you have been unfairly assessed and have received notices, demands and threats of arrest, go at once to the assessors' office, give the required facts under oath and rest assured that your case will receive due attention without fear that you will be arrested or your car seized.

HERALD 4/22/30 MAYOR TO START HERALD BUILDING

To Drive First Rivet in Steel Superstructure at 9 A. M.

Today

Mayor Curley will officially dedicate the beginning of work on the new building of The Herald and Traveler when he drives the first rivet in the superstructure this morning at 9 o'clock.

The driving of this rivet will be the signal for gangs of riveters on the portion of the steel structure now in the air to start their work of joining more than 50 tons of columns, beams and girders with rivets.

Timothy F. Millen of Second street, Medford, steel foreman, will present to the mayor a journeyman ironworker's union card, which puts the official sanction of the union on that part of the building done by the mayor.

Because of Mayor Curley's interest in building in the city as a means of improving the prosperity of New England, and Boston in particular, it was felt that the honor of driving the first rivet in what is now the largest construction

project in the city should be given to him.

SOUND MOVIES

Sound movies will be taken by Dick Sears of Paramount and record the sound and action of the event this morning. Other pictures will be taken and will be published by the Traveler and The Herald.

At the present time the building foundations are complete, also the foundations for the new high-speed presses which will print The Herald and Traveler in the new building are showing above the ground. In the press foundations there are tons of steel and thousands of pounds of concrete, so that vibrations from the presses will not be communicated to the building. Where the building foundations and press foundations meet in all cases there is an insulating joint of ground cork to take up vibration. This is one of the first buildings in this section to have foundations of this type.

The foundations for the building proper are now buried under sand and gravel. These extend in some instances as much as 30 feet below the street grade. Buried in re-inforced concrete are tons of steel beams to support the weight of the building and machinery of the upper floors. Practically the entire area of the Mason street plot is covered with foundations to spread the weight over the largest possible area.

HORSESHOE IN CONCRETE

Buried in the foundations in solid concrete is a horseshoe and a piece of money, placed there by the men on the job as an old custom but not followed in many instances. The horseshoe is supposed to bring luck and protect the workmen from falling girders and bricks; the money signifies that the new plant will make money.

Within a month or two the national colors will be flying from the structural work showing that the steel workers have completed their work.

Everything is being done to make this one of the finest newspaper plants ever built with features unheard of in a newspaper building. The reason for this expenditure of time and money is to give the great family of readers of the morning Herald and the evening Traveler the best editorial product in New England.

GRABE 4/22/30

TO RAISE \$350,000 FOR TERCENTENARY IN BOSTON

To carry out the program outlined the Boston Tercentenary Committee in session yesterday at City Hall announced, that \$350,000 was needed. It remains for those on the Tercentenary Committee to secure the money by public subscription.

Ex-Mayor John F. Fitzgerald, chairman of the Boston Tercentenary Committee will ask the following finance committee to have charge: Allan Forbes, William Endicott, Ex-Gov Cox, Edwin S. Webster, Thomas Beal Jr, Daniel C. Mulowney and Walter S. Bucklin.

Mayor Curley told the gathering that Boston programs include June 17 and another about June 22 when it is expected Rear Admiral Byrd will be here. He said that Dorchester, settled before Boston, wants a celebration on June 6. The Fourth of July celebration, said the Mayor, will be on a more elaborate scale than ever before and on Boston Common there will be a reproduction of the signing of the Declaration of Independence. He referred to Labor Day as Boston Day and spoke of the Legion convention also.

CLOBE 4/22/30

POST 4/22/30

BOSTON TAX RATE INCREASED \$1.95

City Council Votes Budget
of \$49,501,799

Taxicab Stands Put in Control of Traffic Commission

Boston's tax rate will be raised approximately \$1.95 by an increase in the tax burden of \$3,733,760.35 by the municipal budget which was passed, as submitted by Mayor Curley, by the City Council yesterday. The budget had a favorable report from the committee on appropriations.

The allowances recommended by the Mayor total \$49,501,799.53 representing a reduction of \$3,431,243.71 from original departmental estimates for 1930 and an increase of \$1,918,210.17 above total budget recommendations made in 1929.

More in detail, the committee on appropriations in its report pointed out that by far the greater part of the 1930 increases in the expense of operating the city business is composed of \$672,741.28 in salary increases granted and new positions created by the previous administration in 1929; the sum of \$246,072.47 for new positions in hospitals, institutions and other departments, due to expansion resulting from new building, etc.; \$204,724.89 provided for temporary employes, largely to relieve unemployment conditions, as well as for the extra election this year.

An increased budget of \$387,198.27 for the Public Welfare Department and \$37,724.88 for Soldiers' Relief Department, thereby locally reflecting the continued Nation-wide industrial depression; \$136,797.16 in salary increases for 2369 of the lowest paid city employes; \$45,000 representing additional pension requirements in Police and Fire Departments, for the retirement of the older members of the uniformed forces; \$233,000 additional for food and medical supplies in the hospitals and institutions of the city because of the increase in the number of patients following the construction of new buildings.

About \$120,000 for necessary trucks in the paving and the sanitary divisions of the Public Works Department, chiefly for replacement of heavy duty trucks purchased four years ago; \$75,000 incident to proper observance of the Tergentenary; \$20,000 additional for increased purchases of books for the Public Library; \$7000 for correction and codification of birth records in the Registry Department.

A similar item of \$6000 for the modernization of assessment maps and plans in the Assessing Department and finally, an increase of \$9500 for the proposed substitution of Edison current at City Hall, in place of our own inefficient and worn-out plant, which increased expense, however, should be reflected in a substantial fuel saving."

Control Taxi Stands

The Council voted unanimously that the Traffic Commission should have control of the taxicab stands, and a

resolution was adopted for presentation to the Legislature that control of the stands be transferred from Police Commissioner Wilson to the commission.

Councillor Robert Gardiner Wilson Jr. who presented the resolution, called attention to the fact that a Senate committee bill recommends that the number of cabs in the city be limited to 3000 as well as specifying their control, under the Police Commissioner. The committee, he pointed out, were members from Waltham, Revere and New Bedford.

The Councillor said that though he was a member of the party that took home rule from Boston, he thought it was about time that the Legislature learned that Boston was not still in short pants, and went on to say that the taxicab situation should be controlled by the Traffic Commission instead of a State-appointed Police Commissioner.

Senator Henry Parkman Jr of Boston, said Councillor Wilson, sponsored the minority Senate report which favored control being taken from the Police Commissioner and given to the commission.

Though the East Boston traffic plans call for a tube 20 feet from curb to curb, the Council supported Councillor Robert Gardiner Wilson Jr in his demand that the tube be so constructed that it will be possible to haul out of the tunnel a disabled car.

The order passed by the Council provides spaces along the route of the tunnel into which it will be possible to shunt to one side a disabled car as a means of preventing tying up one-way traffic in case of accident.

Sullivan's Promise

Councillor Wilson insisted that at least two feet additional width should have been provided for in the tunnel, and claimed that Col Thomas F. Sullivan of the Transit Commission and Pres Henry I. Harriman of the Boston Chamber of Commerce promised the Council last Summer a 22-foot tunnel and then approved a 20-foot tube.

The Councillor from Dorchester said in event that the \$16,000,000 will not cover a 22-foot tunnel that provision be made for the "cubby holes" every 500 feet along the tunnel, each "cubby hole" being large enough to accommodate a truck without interference with the flow of traffic.

On April 30 at 2 p m the State Department of Public Works will hold a hearing in the State House for the purpose of approving the new route adopted by Mayor Curley. As soon as the State officials and Secretary of War approve the plans work can start.

The old Charlestown Almhouse at Alford and Dexter sts will be offered for sale at an upset price of \$3150, according to an order passed at the meeting. The lot comprises 4830 square feet. The order was introduced by Councillor Thomas H. Green of Charlestown.

Councillor Michael J. Mahoney of South Boston introduced a loan order calling for \$250,000 for the purchase of a steamer to replace the Michael J. Perkins, now serving the Institutions Department. Councillor Mahoney urged that the Perkins be scrapped and the beginning made on a superior municipal fleet. The order went to the Finance Committee.

ASKS TUNNEL CUBBY HOLES

Council Would Provide
for Stalled Cars

"Cubby holes" for automobiles that may break down in the \$16,000,000 East Boston traffic tunnel were ordered yesterday by the City Council, as a means of avoiding traffic tie-ups in the new under-harbor vehicular tube.

Although the transit department calls for a tunnel 20 feet between curbs, Councillor Robert Gardiner Wilson, Jr of Dorchester insisted in the council session yesterday that at least two more feet should be added to provide three instead of only two lanes in the new tube.

He attacked Chairman Thomas F. Sullivan of the transit commission and President Henry I. Harriman of the Chamber of Commerce for approving a 20-foot tunnel width, after they had promised the council that the tube would be 22 feet wide.

In the event that the tunnel cannot be made 22 feet wide with the \$16,000,000 authorized for the improvement, Councillor Wilson urged that "cubby holes" large enough for a truck should be installed at every 500 feet of the mile-long tunnel, so that the "wrecks" may be shoved out of the way instead of creating a blockade. "Unless this is done," said Councillor Wilson, "the blocked driver will grow old waiting to get out of the tube." His order was adopted.

The council received notice that the State Department of Public Works will hold a hearing on the tunnel at the State House, April 30 at 2 o'clock in the afternoon for the purpose of approving the new route which was adopted by Mayor Curley.

TO GIVE CONRY TAXI CONTROL

Council Would Take Control From Police

Transfer of the control of taxicab stands from Police Commissioner Wilson to Traffic Commissioner Conry was urged yesterday by the City Council in a resolution which was adopted with a unanimous vote and transmitted to the Legislature, now considering the subject.

In presenting the resolution Councillor Robert Gardiner Wilson, Jr., of Dorchester, warned that the Senate bill provided for the restriction of the number of cabs in this city to 3000 and placed the police commissioner in charge of the control and the locations of taxi stands.

"Although I am an enrolled member of the majority party which took home rule away from the city," said Councillor Wilson, "I feel that the police commissioner, State appointed, but the traffic commissioner should have charge of this matter, for Boston is no longer in short pants."

CR 103E 4/22/30

VOCATIONAL TRAINING IN SCHOOLS CURTAILED

Committee Adopts Survey Board's Recommendation

Dr Lyons Declares Goodwin's Stand Was Not a Factor in Matter

The first step by the School Committee to cooperate with the recommendations in the recent report of the Survey Board was taken last evening, when it was voted to curtail any further expansion of shop instruction and vocational training. The resolution says in part:

"That further extension of shop instruction in all intermediate schools now under construction or hereafter to be constructed shall be permissive only; that wherever given, instruction shall be limited to the fundamentals of manual training, and shall be general, not vocational, in character; that all equipment shall be inexpensive and shall in no instance include complicated or elaborate machinery.

"That in all high schools now under construction or hereafter to be constructed, all shops for vocational courses shall be of factory construction and, unless placed in the basement, shall be placed in an annex to the main building; the nature of the shop and all equipment shall be subject specifically and in each instance to the approval of the School Committee."

A rollcall vote was taken. Chairman Hurley, Dr Joseph Lyons, Mrs Elizabeth Pigeon voting in favor of the order. William Reilly did not vote, stating that he had intended to have something to say on this shop work, but, as his three colleagues had voted in favor, he would say nothing. Francis Gray was not present.

Supt Burke in Favor

Supt Jeremiah Burke, in explaining the measure, said in part:

"There is no doubt in my mind of the educational value of this work. I believe it is sound and helpful in that it has provided for the boys and girls who are not going onward to the field of higher education. We are faced with the fact that we have been expanding too rapidly in this direction and I find myself tonight in full sympathy with the committee and in agreement with the resolves. I heartily approve of them. I feel called upon to say that the board of superintendents also is in sympathy with your action and in accord with your resolution."

Dr Lyons was emphatic in declaring that nothing Chairman Frank A. Goodwin of the Finance Commission said had anything to do with what the School Committee had been carrying on for two weeks.

"Mr Goodwin at the present time, or within a short time, has tried to take away from the Boston School Committee its initiative in this matter. I want it known to the people of Boston that the resolves of this evening are the result of the careful study by the survey committee, which committee was created by the Boston School Committee, and this creation is the first instance of its kind in the history of the city," he said.

Appropriations Voted

Alexander Sullivan, business manager, reported on a provision "on account" for an appropriation totaling \$8,547,000, which he stated should take care of all possible expenditures through May. On a rollcall vote this appropriation was passed unanimously.

Another important measure unanimously passed was the appropriation of \$1,507,266.30, in addition to \$100,000 appropriated "on account" on March 3, 1930, to provide for the cost of alterations and repairs of school buildings, furnishings, fixtures, fire escapes and similar expenses, and also the appropriation of \$150,000 for the cost of administration expenses of the Department of School Buildings in connection with alterations, repairs and equipment.

Chairman Hurley stated that this was the first time in the history of this body that an itemized bill had been presented, showing the existing cooperation between the School Committee and the present Commission of School Building.

Appointments Made

Among appointments were: Anna M. Doherty, Julia Ward Howe district; Frances R. Kent, Phillips Brooks district; Robert E. Pyne, Ulysses S. Grant district; Sibyl Ruskin, Abraham Lincoln School; Sarah A. Keefe, Lowell district; Eugene Fogarty, Primo Lorenzoni, Dorchester High School for Boys; Joseph F. Gaffney, South Boston High School; Joseph P. Ferrara, Mechanic Arts; Francis T. Martin, Arthur J. O'Leary, Boston Trade School; J. Lillian Bloomberg, Samuel Adams School; Inez D. LaPresti, Mary C. Connolly, Day Intermediate; Eleanor C. Fee, Day Elementary; Eleanor B. Connor, Hugh B. Dowd, Leonard A. Jordan, Eugene J. Plocennick, Cornelius J. O'Connell, Continuation School; Alice M. Barry, Mary J. Connor, Boston Clerical School; Eugene P. Corey, John D. Philbrick School; George J. Westwater, Francis Parkman School.

It was voted to establish an additional kindergarten in the Julia Ward Howe district, in the Sarah J. Blake School, and another in the Phillips Brooks district, in the Quincy E. Dickerman School.

HERALD 4/22/30

33 CITY ASSISTANT ASSESSORS 'FIRED'

Civil Service Orders Men Replaced from List

Thirty-three second assistant assessors who were employed March 31 for a period of 40 days at \$5 per day were summarily dropped from the municipal payroll last night by order of the civil service commission.

They will be replaced by men selected from the eligible list of clerks but pending the appointment and the swearing in of the new temporary workers the work of the first assistant assessors will be seriously handicapped.

But one of the 34 who were designated as "second assistant assessors" was recognized by the civil service commission. He is John J. Fay of 29 William Jackson avenue, Brighton, and because he is on the eligible list of clerks his standing was not affected.

The civil service commission ruled that the employees are clerks and no cognizance was taken of the claim of the assessors that the men were sworn in as second assistant assessors and assigned to assist the first assistant assessors in the listing of property.

Chairman Edward T. Kelly of the assessors, who formally notified Mayor Curley, yesterday afternoon, of the order of the civil service commission, explained that the unemployment situation has undoubtedly been responsible for the unusually long list of eligibles for appointment as clerks.

In other years there were very few applicants for temporary employment on the civil service lists and the assessors were unaware, until the day that the temporary force was sworn in, that the official list contained a large number of names.

For the first time, the temporary employees were instructed, this year, to make note of all data desired recorded by the first assistant assessors and the first time, too, the temporary employees possessed authority to ask questions which taxpayers are compelled to answer.

Chairman Kelly made no protest to the decision of the commission but issued the order for the discharge of the 33 temporary workers.

POST 4/22/30

CITY HALL NOTES

A loan order of \$250,000 to purchase a new city steamer to replace the Michael J. Perkins, now operating in the harbor for the service of the island institutions, was introduced in the City Council yesterday by Councillor Michael J. Mahoney of South Boston, who urged the scrapping of the old naval fleet and the construction of a modern municipal navy. The order was referred to the finance committee for consideration.

Without reducing it by a cent the City Council voted unanimously yesterday to approve Mayor Curley's 1930 budget, calling for the expenditure of \$49,501,799.53 this year by the city and county departments.

The budget, which has been scrutinized in each of its 3600 items during the past two weeks of public hearings, was the first in five years to be reported back "ought to pass" in its entirety by the committee on appropriations, headed by Chairman Robert Gardiner Wilson, Jr., of Dorchester.

In the committee report high tribute to Mayor Curley and District Attorney Foley was paid by the councillors for the savings they had enforced in the administration of their duties. The committee also expressed the hope that the Legislature would authorize a loan of \$10,000,000 for the construction of streets here this year.

A NEW DIFFERENTIAL CASE

Boston returns to the charge. A new differential case has been brought before the interstate commerce commission, this time by the Boston port authority board and the city of Boston itself, and this case is not similar to any other in the long record of assaults upon a system of rail rates on grain that penalizes Boston and favors the competing North Atlantic ports to the south of us. The method of attack is simple and ingenious, and the case may be heard very soon.

It will be recalled that the maritime association of the chamber of commerce in its long fight for equity devoted itself largely to the ratios of distance between the grain belt and the cities of Philadelphia and Baltimore. It will be remembered also that in 1923 the city of Boston, as an intervenor in behalf of the maritime association, brought a case before the commission through Corporation Counsel E. Mark Sullivan, holding that the differential port rates violated the clause of the United States constitution which reads: "No preference shall be given by any regulation of commerce or revenue to the ports of one state over those of another." We lost both these cases, the commission holding in the latter that it could not pass on the constitutionality of the laws under which it did its work, but must obey the behests of the interstate commerce act.

In the case now brought, the attack is based on both that same clause in the constitution and on certain sections of the interstate commerce act itself. This case is brought against a large number of railroads, including the New York Central, the Pennsylvania, and about seventy more, large and small, and not overlooking our own New Haven, Boston & Maine and Boston & Albany, which handle freight through the port of New York. Heretofore we have made common cause with New York in attacking the differentials. This time we are basing our case on practices in New York, alleging that what is done there is precisely that "unjust discrimination" and that "undue and unreasonable preference" which are prohibited in sections 2 and 3 of the interstate commerce act.

Boston is farther from many of the points of origin of grain shipments than is New York, and the I. C. C. has intimated heretofore that this is a point against us, although it has been amply shown that the differentials are not founded on these distances. But in New York the railroads do expensive things which are absent here. The carriers there are not able to run their cars alongside ships and elevators. There is a wide gap between railhead and ship-side. But for years the costs of lighterage, car floatage, truckage, and similar charges at New York, have been absorbed by the railroads. The carriers themselves pay those costs there; they do not perform those "accessorial services" to any such extent in Boston.

Boston now contends that if this difference in the costs to the railroads in handling grain in the two cities be computed, and then equated into miles, it would have the practical effect of putting Boston nearer the grain belt than is New York, and that this fact ought to be recognized in the rates. Not to do so would violate the interstate commerce act which, for example, says: "If any common carrier shall directly or indirectly by any special rate, rebate, drawback or other device charge . . . any person a greater or less compensation for any service . . . than it charges . . . any other person . . . for doing . . . a like and contemporaneous service in the transportation . . . of a like kind of traffic . . . under substantially similar circumstances . . . such carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful."

In essence—as things now stand this port is not on a par with New York, in spite of the fact that the grain rate is the same here as there, for the reason that the railroads give New York a valuable service which there is no occasion for their performing here. That difference in the cost of doing business ought to be recognized. Once it is recognized, we shall be in position to bid for grain exports under fairer conditions than have existed while grain business has been drying up.

Whether this new action which the port authority has instituted is successful or not, certainly there is nothing to lose. The authority has had the active aid of Corporation Counsel Silverman. Gov. Allen, who was instrumental some months ago in preventing a strike which would have tied up the whole waterfront, is throwing the whole weight of the state behind the efforts now being made. It is a large stake which the port commissioners are playing for. If they win, the prize will be well worth all the effort put forth by everybody from Gov. Allen down.

HERALD 4/22/30

NEED \$350,000 FOR BOSTON FETE

Committee Seeks Funds for Tercentenary Here

The Boston tercentenary committee will attempt to obtain by popular contributions a fund of \$350,000 with which to finance the local celebration program.

Unless the money is forthcoming it will be impossible to prepare for the presentation of numerous elaborate programs. To raise the fund which it was agreed to yesterday's meeting is absolutely necessary to the success of the Boston program, a finance committee will be organized by Chairman John F. Fitzgerald.

Efforts will be made to secure acceptances to serve upon this committee from Allan Forbes, William Endicott, Channing H. Cox, Edwin S. Webster, Thomas Beal, Jr., Daniel C. Mullaney and Walter S. Bucklin.

There is optimism among the members of the committee about obtaining

the necessary funds, and just as soon as the finance committee is organized, an intensive campaign will be started.

Mayor Curley talked to the committee and made known that Boston has planned celebrations June 17 in Charlestown, a welcome to Rear Admiral Byrd, an elaborate celebration on the Common July 4, at which the signing of the Declaration of Independence will be re-enacted, and which the mayor hopes will be attended by the President and the Premier of France, an unusual Labor Day observance, and the outstanding feature of the municipal program, the observance of Boston week, starting Sept. 14.

SPEEDY ACTION NECESSARY

The mayor stressed his desire for a Boston program, which will be combined with state and local observances in such a way that visitors will find reason to spend more than one or two days in Boston. He suggested definite action by the committee in order that ample time may be available to properly plan the various features which will be directed by the tercentenary committee.

The problem of funds furnished the principal topic for discussion. There was general agreement that speedy action should be taken, and at adjournment Chairman Fitzgerald promised that the finance committee will be at work within the next week.

HERALD 4/22/30

VOTE TO CURTAIL TRADE COURSES

School Committee Acts to
Cut Expenses; Supt. Burke
Agrees to Move

DR. LYONS BITTERLY ASSAILS GOODWIN

Trade education in Boston schools long a subject of bitter dispute, will be greatly curtailed as the result of two resolutions passed unanimously by the Boston school committee last night.

Dr. Jeremiah E. Burke, superintendent of schools, in his first public statement on trade education, reaffirmed his faith in this form of education, but admitted that "we have been expanding too rapidly in this direction." Joseph J. Hurley, chairman of the committee, thanked Dr. Burke for his "co-operative spirit" in the matter.

An attack was unleashed by Dr. Joseph V. Lyons, treasurer of the committee, on Frank A. Goodwin, chairman of the finance commission, whom he charged with trying to "take the initiative" in the matter "away from the committee," although knowing that the committee was considering curtailment.

SCORES GOODWIN

Dr. Lyons emphasized that the two resolves did not "come as a result of agitation by Mr. Goodwin," but rather because the committee favored cutting down trade courses. It was intimated that Dr. Lyons's attack is the forerunner of a scathing arraignment he will unloose at a hearing of the legislative committee on municipal finance at the State House tomorrow morning.

In addition, the school committee passed appropriations for \$150,000 to pay for administration expenses of the department of school buildings, and \$1,507,266 to pay for alterations and repairs to school buildings in the present fiscal year. The sum of \$6,547,000 was appropriated "on account" by the committee, on the recommendation of Alexander M. Sullivan, business manager.

Mr. Hurley explained that the school budget had not been passed, necessitating the appropriation, and that school expenses this quarter were larger than last year. He expressed the "hope of the committee" that this situation would not happen again and that school expenses for the full year would not exceed that of previous years.

Occupants of the school committee hearing room were tense with excitement when the committee, minus Francis C. Gray who is in the South, filed in with Supt. Burke. Chairman Hurley quickly cleared the docket and the committee was ready for the trade education resolves.

"Whereas the board of superintendents feel that trade education serves an educational purpose," the resolve states, "the public feels that instruction along these lines should not be extended further at the present time."

EXPANDING TOO RAPIDLY

It was resolved that further instruction should be permissive only, that

where given instructions should be in the fundamentals of manual training and shall be general and not vocational in character, that equipment shall not be expensive and shall not include complicated or elaborate machinery. Further, that all high school shops, except where they are in the basement, shall be placed in an annex of factory construction, and all equipment subject specifically to the approval of the school committee.

After the unanimous vote, Dr. Burke said that 25 years ago a movement in behalf of vocational and industrial education began in this country, and that the Gov. Douglas commission in 1950 brought forth a "very strong document" on the matter, which had great effect in this state and the country.

Legislation followed "which resulted in manual training in elementary school and industrial vocational training in high schools." These subjects entered Boston in 1914 and were introduced into the schools.

POST 4/22/30

TO SPEED DEPARTING PILGRIMS

Airplane Display and Concert at Pier Tomorrow

With an airplane display and a band concert, Mayor Curley will welcome the French Line to this port tomorrow morning at 10 o'clock when the New England pilgrims to the Eucharistic Congress at Carthage, North Africa, will sail from Commonwealth pier on the liner Rochambeau.

AIRPLANES AND CONCERT

The departure of the pilgrims will mark the inauguration of transatlantic service to this port by the French Line. Mayor Curley will bid "bon voyage" to the pilgrims and Mr. Francis A. Burke, secretary to Cardinal O'Connell, will respond for the Cardinal. F. Lachesnez Heude, general-manager of the French Line, will speak.

While the squadron of airplanes under the direction of Captain Edson, superintendent of the East Boston airport, cuts capers overhead the musical programme will be rendered by Emmet O'Brien's American Legion Band.

In anticipation of a large crowd at the pier, Thomas Cook & Son, who arranged the pilgrimage, will allow only ticket holders to board the steamer

while she is tied up here. The pier, however, will not be closed and all those who wish to do so can witness the departure from vantage points at the end of the pier.

Close to 1000 pilgrims will sail on the Rochambeau for the Eucharistic Congress, with about 150 of that number from New England. The trip is of six weeks duration and will include in addition to the visit at historic Carthage the witnessing of the Passion Play at Oberammergau, a visit to Vatican City, and other side trips.

First Stop at Gibraltar

The first stop will be at Gibraltar, where the pilgrims will enjoy a shore visit. They will also stop at Algiers before proceeding to Tunis where the liner will serve as a hotel. The Congress will be held from May 6 to May 11.

Immediately at the close of the Eucharistic Congress the steamer will proceed to Naples where the pilgrims will debark and go overland to Rome where they will spend three days visiting points of interest. On May 16 they will be at Munich and two days later will attend the Passion Play at Oberammergau. Then will follow brief visits to Lucerne and Paris with the pilgrims starting for home from Havre, May 24. They are expected back in New York June 1.

The New England pilgrims will be headed by the Right Rev. Monsignor Francis A. Burke and the Right Rev. Joseph F. McGlinchey of Lynn.

Priests on Trip

The priests in Greater Boston who are making the trip are the Rev. Charles J. Ring of Roxbury, the Rev. T. C. Sullivan of South Boston, the Rev. Frederick J. Deasy of Wollaston, the Rev. M. C. Duggan of Brighton, the Rev. Stephen J. Chamberlin of Malden, the Rev. J. J. Smith of Boston, the Rev. Joseph J. Keenan of Roxbury, the Rev. Francis N. Flaherty of Jamaica Plain, the Rev. James A. Brewin of Brookline, the Rev. W. A. Connor of Medford, the Rev. F. J. Alchin of Everett, the Rev. M. J. Manning of Somerville, the Rev. W. J. Desmond of Brighton, the Rev. J. J. Kirby of Somerville, the Rev. William A. Dillon of Medford, the Rev. Harry M. O'Connor of the cathedral, and the Rev. Joseph M. Holland of Boston.

Other priests who have booked passage are the Rev. Patrick J. Flaherty of Lowell, the Rev. John J. Sullivan of Fall River, the Rev. Neil J. Hurley of Lynn, the Rev. J. D. Canarie of Danvers, the Rev. Timothy J. O'Connor of Haverhill, the Rev. John J. Graham of Haverhill, the Rev. Bernard Fletcher of Lowell, the Rev. James J. McCafferty of Plymouth, the Rev. J. H. Cote of Beverly, the Rev. E. Barnaud of Beverly, the Rev. John I. O'Connor of Campello, the Rev. John Vigneron of McIntosh, S. D., the Rev. John Svagzys of Brockton, the Rev. John Ambotas of Hartford, the Rev. T. J. Leonard of Middlebury, Vt., and the Rev. Patrick McGee of Providence.

Post 4/23/30

HITS MOVE FOR AID TO CITY PLANT

Power Company Law-
yer Fears "Vocifer-
ous Minority"

Opposing the special power commission's report, Sheldon E. Wardell, counsel for the Massachusetts Electric and Gas Association, yesterday afternoon before the legislative committee on power and light, maintained that if the Legislature were to give the State Public Utilities department supreme authority in the fixing of valuations at which private power plants would be taken over by municipalities the department would have "too much power."

SEES RIGHTS IMPAIRED

The speaker declared that the Constitutional rights of investors would be impaired if the utilities department was given the power not only of initiating action in utility cases, but in acting in the capacity of grand juries on them as well. He further held that there is danger the public interest would suffer through the department rendering decisions "wanted by a vociferous minority."

"If the Legislature lets down the bars on the municipalities so they would be free to compete with the private companies in the event the latter refused to sell out at the terms of the municipality," remarked Wardell, "the public in the end would suffer for with both companies operating in one territory both would be a losing proposition."

Wardell believed, he said, that there is no necessity for extending the laws relating to municipal ownership "as there is no serious agitation for it."

Points to Court Opinion

During the hearing, Representative Leo M. Birmingham of Brighton, Democratic leader of the House, referred to the recent opinion of the Massachusetts Supreme Court in which, he pointed out, that body held that the initiative bill calling for the creation of a State fund for automobile insurance was unconstitutional on the ground that it would be a monopoly.

"That opinion read," said Birmingham, "that 'monopolies may be created in public utilities, which in a sense are natural monopolies or monopolistic in character, all in the public interest and subject to regulation for the public welfare,' but, according to the Supreme Court the monopoly must be in the

public interest and subject to regulation for the public welfare. To my mind the activities of the power companies are not in the public interest.

"We must acknowledge," he continued, "that the utilities are not at the present time 'subject to regulation for the public welfare.' Frankly and honestly the department of our government that is delegated to regulate the utilities admits that it is powerless to regulate them as conditions exist today."

Wallace H. Walker, secretary of the Public Franchise League, remarked—"Competition is ruinous—yes, ruinous to the hogs in the industry. To the company that is willing to take a fair profit, competition is only a spur."

The hearing will be resumed this morning.

GIVE NAME TO NEW FIREBOAT

One Replacing 44 to Be
"Matthew Boyle"

Names will replace numbers on Boston's fireboats under a new policy announced by Mayor Curley yesterday when he promised to name the new \$350,000 fireboat, now being constructed, the Matthew Boyle in honor of the late senior vice-commander of the American Legion.

The christening will take place during the national convention of the American Legion here, starting Oct. 6. Fire Commissioner McLaughlin has ordered the boat builders to hasten their work so that the vessel will surely be ready. The Matthew Boyle will take the place of Engine 44, which has been in the naval fire service since 1895.

The decision to give the fireboat a name instead of a number was made by the Mayor yesterday when Legion colleagues of the late war veteran offered the suggestion that the new East Boston ferryboat be named the Matthew Boyle instead of the General Sumner. The Mayor expressed a personal desire to retain the name of General Sumner for the new ferryboat, which will replace the old one of the same name warning that if a precedent were established the next generation might abandon the names of World war heroes for public remembrance.

Sanatorium Contract of \$231,000 Awarded

Plans for the construction of the last unit of new buildings now being constructed at the Boston Sanatorium at River street, Mattapan, were completed yesterday when Mayor Curley approved the award of a \$231,000 contract to Matthew Cummings to erect the kitchen and dining room building.

Competition for the work was very close with the Cummings company putting in the lowest bid of nine contract bids, the highest being \$249,000.

HERALD 4/23/30 TERCENTENARY FLAG DEFENDED

Walsh Says Emblem Endorsed by City, Towns Committee

MERO DENIES THIS; TO SELECT BANNER

John Jackson Walsh, acting president of the Massachusetts Bay Tercentenary, Inc., yesterday came to the defence of the emblem of the organization as the official flag of the Tercentenary.

In a statement yesterday afternoon President Walsh claimed that the flag endorsed by the Massachusetts Bay Tercentenary, Inc., had also been endorsed by the Tercentenary conference of city and town committees and the Massachusetts Bay Colony Tercentenary commission.

Everett B. Mero, executive secretary of the Tercentenary conference of city and towns committee flatly denied that his organization had adopted the so-called "codfish" flag as the official flag of the Tercentenary. Mr. Mero said that his organization will consider several flags tomorrow, including the "codfish" flag and decide which one it will support. The leading contender for honors as the official flag of the Tercentenary is a Colonial blue flag, leaving a reproduction of Gov. Winthrop's seal which has an Indian in the centre.

DIFFER ON COMMITTEE

Mr. Mero also took issue with Mr. Walsh on the latter's statement that the tercentenary conference of city and town committees started as a sub-committee of the Tercentenary, Inc. "Our organization is entirely independent of any other," said Mr. Mero, "and did not start and does not operate as a sub-committee of any other organization."

"As far as the flag is concerned," he continued, "we are neither for nor against any flag. We will vote on the matter tomorrow. We are doing nothing to either help or harm the flag sponsored by the Tercentenary, Inc. Our choice will be based on what we consider to be the most appropriate one."

In his statement Mr. Walsh recites the history of the three main tercentenary organizations and their functions. Speaking of the "codfish" emblem, he said: "The flag was first raised at the Hotel Statler about a week ago, at which time appropriate exercises were held. Among the speakers at the time were the Hon. Herbert Parker, representing the Governor and the commonwealth; John F. Fitzgerald, representing the city of Boston, and Mr. Albert R. Rogers, representing the Massachusetts Bay Tercentenary, Inc."

"Other flags and other decorative materials are now being produced in a variety of designs and by a number of organizations. As commercial enterprises these are entirely legitimate, and differ from the flag and other emblems of this committee in that they are produced for and by commercial organizations and to the best of our knowledge are not official emblems or insignia."

\$6,000,000 FOR STREET WORK HERE

Mayor's Original Plans Cut Nearly in Half

After a lengthy executive session, which lasted until after 11 o'clock, the legislative committee on municipal finance last night reported bills calling for expenditure of \$6,000,000 for reconstruction and repair of accepted streets in Boston and for construction of new streets, during the next two years.

CUT OF \$4,000,000

By its action the committee cut Mayor Curley's proposals \$4,000,000, the Mayor having asked for bond issues of \$10,000,000 to cover these improvements.

The bill for reconstruction and repaving of accepted streets authorizes the city to borrow \$2,000,000 outside the debt limit on five-year bonds, and allows expenditure of \$1,000,000 from the tax levy for each of the years 1930 and 1931.

The bill for construction of new streets calls for \$2,500,000 to be borrowed outside the debt limit on 10-year bonds; \$500,000 within the debt limit and requires that \$250,000 be raised from the tax levy.

Letter From Goodwin

The action of a majority of the committee in voting for the bills was influenced to a considerable extent by a letter from Frank A. Goodwin, chairman, who stated that although the Mayor had asked for an expenditure of \$10,000,000 this year for street improvements, conferences between Mayor Curley, Public Works Commissioner Joseph W. Rourke and Goodwin had resulted in a decision that it would not be possible for the city to do more than \$6,000,000 of construction and repaving during a two-year period.

Although there were no dissenters from the committee report, four members reserved their rights to vote as they see fit on the floor of the House on the Boston street loans. These members are Representative George P. Anderson and John P. Higgins of Boston, Edward J. Kelley of Worcester and George C. McMenimen of Cambridge.

Anderson and Higgins favored longer terms than five years for the bond issues in connection with repair of streets. Higgins wanted the city to be given authority to borrow a larger proportion of the money outside the debt limit.

No Action on Schools

The bills before the committee affecting expenditures for school buildings were not acted upon at last

night's session, and the committee will consider them further at hearings and executive sessions today.

In all, the committee disposed of nine bills at its executive session last night, leaving only two matters for them to act upon before their docket will be cleared.

The bill for the widening of Beverly street was given reference to the next annual session, the committee taking the position that this work should be postponed pending work on construction of the East Boston tunnel.

Against Uniforms Bill

The bill to authorize expenditures from the Boston school funds for the purchase of athletic clothing and uniforms was given leave to withdraw.

The committee reported a general bill authorizing municipalities to expend money in connection with conventions and for entertainment of distinguished guests. The amounts which may be thus expended are limited to five cents per thousand dollars of valuation, with a maximum of \$75,000 for the city of Boston.

The committee reported also a bill to transfer from the Boston school department to the city of Boston, the so-called Dillaway House on John Eliot square, Roxbury, and to provide for the relocation on the same lot and the restoration of the colonial house which was used as headquarters of General Thomas during the siege of Boston

HERALD 4/23/30 State Ships Escort Herald Plane to Field—Mayor Praises Project

By LT.-COL. ALFRED J. L. FORD
(Herald Legion Editor)

DETROIT, April 22—Escorted by three planes of the Michigan national guard from Toledo to this city, a distance of about 65 miles, the New Arbella, Good Will ship of the Boston Herald, this afternoon received the biggest demonstration thus far on its mission of inviting 1,500,000 persons to Boston for the tercentenary celebration and American Legion convention.

At the municipal airport here a committee of 40, comprising municipal, legion and civic officials and several judges, greeted the flyers. After the usual ceremony of posing for pictures the party was whisked through several miles of heavy traffic from the airport under the leadership of a motorcycle escort which weaved it in and out of traffic to the City Hall, where Mayor Charles Bowles received the message from Mayor Curley and the tercentenary committee.

The mayor praised Boston's initiative, complimented Pilot Russell Boardman on the splendid flight he is making in his Travel-air monoplane, and also the Boston Herald for sponsoring such a good will flight. He said to tell the readers of the Boston Herald that Detroit wants the 1931 convention of the American Legion and hopes that all the Boston celebrations of 1930 are successful.

On the Detroit committee which arranged a reception and dinner attended by more than 200, were Clark P. Smith, chairman; John W. Gilmore, department judge advocate; Fred Lyons, J. T. Becker, Walter Baker, Robert G. Brand,

all Wayne county officials of the American Legion; Judge John Maher, Henry Dingeman, Drain Commissioner Leonard Coyne, judge advocate of the Forty-and Eight, and Willis M. Brewer, national vice-commander of the American Legion.

NEW RADIO OPERATOR

The flight today, under the skillful piloting of Boardman, was made quickly and without much fuss. The New Arbella left Cleveland just after noon, the delay caused so as a radio operator could be obtained to take the place of B. Wentworth Emmons of Boston, who left the party owing to illness. E. T. Huddelson of Cleveland was practically kidnapped from the field at the Cleveland airport. He left his wife and automobile on the field, hopped into the plane and was gone. His wife does not know how to drive the car.

An hour after leaving Cleveland, the Arbella put into Curtis field at Toledo only to find that Mayor William T. Jackson of that city and his reception committee were awaiting at another airport. Up in the air, again a five-mile flight across town to greet the mayor's committee.

Mayor Jackson is coming to Boston soon to see Boston's fire department and alarm service, as he plans to model the Toledo department on the Boston idea. At the Toledo airport with him were Mrs. J. J. Doyle, president of the Ohio department, Legion auxiliary, and others active in Legion circles.

At this airport a wire was received informing the Arbella that an air escort was on its way from Detroit and to wait a few moments. Later national guard speed planes showed up, and the hop was made to this city for an overnight stop.

The trip tomorrow will include stops at Lansing, Mich., at 11:15 A. M.; South Bend, Ind., at 4 P. M., and Chicago at 6 P. M.

HERALD 4/23/30 CURLEY TO BE CHIEF SPEAKER AT BANQUET

Mayor Curley is expected to be the principal speaker at a banquet of the West End Business Men's Association, Inc., at Kingsley hall tonight. Other guests will be Traffic Commissioner Conry, Street Commissioner Hurley, Dist.-Atty. Foley, Representative John P. Higgins and Deputy Superintendent James McDewitt.

N. E. PILGRIMS SAIL FOR CARTHAGE TODAY

With an airplane display and a band concert Mayor Curley will welcome the French line to this port this morning when the New England pilgrims to the Eucharistic Congress at Carthage, North Africa, sail from Commonwealth pier on the Rochambeau at 10 o'clock.

The departure of the pilgrims will inaugurate transatlantic service to this port by the French line. Mayor Curley will bid "bon voyage" to the pilgrims and the Rt. Rev. Francis A. Burke, secretary to Cardinal O'Connell, will respond for the Cardinal.

the columns for the building will rest. Beneath these billets are the most elaborate foundations ever devised for a building of this type, spread over nearly the entire area of the plot.

LOCAL PROJECT

Running under and in some instances through the foundations are the pipes for drains from the lower or reel room floor. On this floor will be installed a track system with turntables and switches for handling the rolls of paper for the presses.

Within a month or two an elevator will be installed to handle many hundreds of square yards of concrete for the floors of the building. Sand and gravel will be dumped into bins below, mixed with cement and poured from the elevator buckets on any particular floor.

Every commodity possible is being purchased locally, and local labor is being employed throughout the entire work. Before it is finished this building, now the largest project of its kind in this vicinity, will give employment to hundreds to skilled workers of the building trades.

\$7,000,000 FOR STREET WORK

Legislative Committee to Recommend Bills for City Program

NINE MEASURES ARE PASSED ON

Favorable reports on bills recommending authorization for Mayor Curley to borrow \$7,000,000 on a two-year program of street construction, reconstruction and maintenance will be made to the Legislature by the committee on municipal finance as the result of definite action taken on the various measures before them at an executive meeting last night at the Parker House.

Mayor Curley asked for authorization to borrow \$10,000,000 in bonds, to be expended on a reconstruction and repair program of one year, but the committee last night was informed in a communication from Frank A. Goodwin, chairman of the Boston finance commission, that the municipal works department is equipped to expend only \$6,000,000 over a period of two years.

RESTRICTIVE PROVISIONS

Restrictive provisions of the bills recommended by the committee limit the expenditures to one-half for accepted streets and the other half for laying out and altering unaccepted streets. Only \$2,000,000 of the \$7,000,000 authorized borrowing can come from the tax levy, the remaining \$5,000,000, according to provisions, to come from bonds.

There are no dissenters from the committee report, but Representatives John P. Higgins and George P. Anderson of Boston and Edward J. Kelley of

Worcester and George G. McMenimen of Cambridge reserved their rights. Higgins and Anderson favored a longer period for bond issues, while Higgins also favored a greater percentage to come from outside the debt limit.

Goodwin's information, according to his communication, was obtained in a conference with Joseph Rourke, commissioner of public works. It said that Rourke and Mayor Curley were agreed that, in addition to a separate appropriation for L street, the department could spend only \$6,000,000 over a two-year period. The members of the committee were convinced that the mayor had perhaps exaggerated his request for money in the expectation that whatever he did seek would be reduced. It is the belief of some of the members that he will be satisfied with the amount but probably not pleased with the terms by which he will be permitted to borrow the money.

The Legislature still has full authority to pass or reject any or all of the measures. All told, the committee passed on nine measures at last night's meeting, some of the bills being grouped into one measure. The bill for the schoolhouse construction expenditures of \$15,000,000 for three years was not acted on, as it will have another hearing today at the State House, and a compromise measure considered.

The bill around which the major interest is centered is for reconstruction and repairing of existing accepted streets. It authorizes the issuance of \$2,000,000 of five-year bonds outside of the debt limit, with a provision that at least \$1,000,000 come from current tax revenue in each of the years 1930 and 1931.

The majority of the committee was convinced that the present condition of Boston's streets was due to insufficient appropriations for replacement over a long period of years and that the only way to avoid a continuance of this system is to insist on adequate annual appropriations for these annually recurring expenditures.

Figures, according to the committee, showed an annual average tax expenditure for replacement of street paving of about \$1,200,000 during the Peters administration, \$775,000 during the last Curley term and an average of \$690,000 a year during the Nichols administration.

Another bill reported is for laying out and constructing unaccepted streets. It provides for the issuance of \$2,500,000 of 10-year bonds outside of the debt limit with \$250,000 from the tax levy and \$500,000 of bonds inside the debt limit.

Still another bill, reported by the committee last week, authorized the city to borrow \$1,000,000 for 5 years for its street program.

A favorable report was made to transfer from the school department to the city of Boston the so-called Dillaway house on John Eliot square in Roxbury and provides for relocation on the same lot and the restoration of the colonial house which was used as headquarters of Gen. Thomas during the siege of Boston.

A favorable report was made to authorize an expenditure of \$75,000 in connection with the holding of conventions and for entertaining distinguished guests with a limit of five cents on the tax rate. This is in addition to the bill which authorized a \$25,000 appropriation for the American Legion convention.

Leave to withdraw was voted on the bill to legalize the expenditure of Boston school funds for the purchase of athletic clothes and uniforms for athletes.

Reference to the next annual session was the decision on the bill for a loan to widen Beverly street. This report was made pending the construction and definite fixing of the location of the East Boston tunnel.

JAPANESE ENVOYS TO VISIT BOSTON

Thankfulness for the assistance given Japan during and immediately after the 1923 earthquake will be expressed to Boston citizens by the Japanese envoys of gratitude, who will visit this city from Saturday to Tuesday.

While in this city receptions will be given to the envoys at Copley-Plaza Hotel, Museum of Fine Arts, Wellesley College and Red Cross headquarters.

The visit of the envoys of gratitude is sponsored by the Jijo Shimpō, a great Tokio newspaper. The envoys were picked from a large list of candidates, who personified the best Japanese womanhood in appearance, deportment and social status.

They are Miss Kimi Ashino, 28, third daughter of Keizaburo Ashino, former professor at the Tokio Naval College; Miss Sumiko Tokuda, 24, fourth daughter of Yasutaro Tokuda, retired lieutenant-colonel; Miss Yoshiko Sato, third daughter of Baron Tatsujiro Sato, president of the Juntendo Hospital, Tokio; Miss Yoshiko Matsudaira, 20, eldest daughter of Capt. Horoshi Matsudaira of the navy; Miss Keiko Nakamura, Mrs. Toshiko Matsudaira and Hidesaburo Yokoyama, representing the Tokio newspaper.

URGES UNIFORM CODE FOR BUILDING IN STATE

Roemer Points to Difficulty of Boston Acting Alone

A uniform building code for the cities and towns of New England was advocated by Edward W. Roemer, deputy superintendent of buildings of Boston, yesterday at the Hotel Kenmore at the opening session of the New England buildings officials' conference, of which Mr. Roemer is president.

He explained that Boston was hampered in its plan of drafting a model building code by the fact that with such regulations more stringent here than in surrounding municipalities, industries would tend to build outside Boston.

Lt.-Gov. Youngman greeted the nearly 150 delegates on behalf of the state yesterday, and Mayor Curley is scheduled to speak this morning. The meeting will close today. Officers of the organization, other than Mr. Roemer, are Edward T. McCann, Worcester, vice-president; George L. Dudley, Somerville, secretary; and Ulman R. Hunt, Lynn, treasurer.

Prof. Walter C. Voss of Massachusetts Institute of Technology will speak today before the conference.

TO URGE MAYOR WALKER TO BE HERE FOR JUNE 17

Councilman Thomas H. Green of Charlestown, to whom Mayor Walker of New York made a tentative acceptance last week of an invitation to be a guest at the June 17th celebration, will renew in New York today, his effort to obtain a positive acceptance.

Mayor Walker is anxious to take part in the celebration. Mayor Curley has officially urged him to accept the invitation and if other engagements do not interfere, it is quite probable that a definite answer will be given to Green today.

HERALD 4/23/30

MAYOR CURLEY AND GROUP AT DEDICATION OF HERALD BUILDING



Group who attended exercises yesterday morning when Mayor Curley drove the first rivet in the new Herald-Traveler building. Left to right William Wenderoth, treasurer; Charles Keller, E. W. Preston, Sidney W. Winslow, Jr., president of The Herald-Traveler Corporation; former Gov. Channing H. Co

DEDICATE NEW HERALD BLDG.

Mayor Drives First Rivet
As Pathe Records Event
In Sound Movies

LOCAL LABOR WILL SPEED HUGE PROJECT

Construction of the new Herald-Traveler building on Mason street officially started yesterday after Mayor Curley, with a card of honorary membership of the Ironworkers' local, had performed the ceremony of driving the first rivet before a crowd of hundreds of persons.

In a short address before he drove the rivet home, the mayor said:

Two of the most notable achievements in connection with the ter-centenary are the flight of more

than 6000 miles by the good ship Arbella, carrying news of the progress made in the past 300 years, and the dedication of this new building, representing an investment in excess of \$2,000,000 for a new plant for The Herald and Traveler. This newspaper will take its place in the forefront of all other newspapers in the country for these two achievements.

SOUND PICTURES

Sound moving pictures of the event, taken by Thomas Baltzell, cameraman for Pathe Sound News, will be shown at all the larger local theatres on Saturday of this week.

Before Mayor Curley handled the riveting gun, Joseph H. Ranger, head of the construction company which is building the new structure, handed him his honorary card of membership in the local and Timothy F. Millen, steel foreman acting for the Ironworkers Union, gave him a new pair of heavy leather gloves.

A regular crew of riveters instructed him in what he was to do and Joseph H. Ranger placed the rivet. Mayor Curley kept his card of membership in his pocket. "Just in case I do a bad

job and they want to take it away from me," he said.

Among those present were Sidney W. Winslow, Jr., president of The Boston Herald-Traveler Corporation; Channing Cox, former Governor and director of the corporation; William C. Wenderoth, treasurer; E. W. Preston, general manager of the corporation, and Frank W. Buxton, editor of The Herald; Bruce Wetmore, James F. Ranger, James Murphy, president of the Building Trades Council; Michael Krump of the Ironworkers Union, and William Stewart, business agent of the local of the union.

From now on work will be rushed to have the first unit of the new building ready by fall. Tons of steel from the yards of the New England Structural Company will be used to make a steel inner structure which will be more than 115 feet high.

Probably within a month the 85-foot derrick, mounted on the top of the building, will be one of the highest points in the city and will be visible for many miles. Just as other buildings of great height are visible to the persons driving into the city, so will The Herald-Traveler building tower over any of those in the immediate vicinity.

Showing above the surface now are the press foundations, long, wide concrete slabs, which hide tons of steel. Of the building foundations themselves nothing shows but the steel billets, weighing from 500 to 900 pounds and from six to eight inches thick, on which

POST 4/22/30

\$350,000 GOAL FOR HUB FETES

Fitzgerald Launches Drive; Curley Lists Big Events

Chairman John F. Fitzgerald of the Boston tercentenary committee last night launched a drive to collect a fund of \$350,000 to finance the celebration which is being planned for this city.

CURLEY LISTS FEATURES

Mayor Curley personally addressed the executive committee at its finance meeting, outlining the elaborate programmes being prepared for the Bunker Hill celebration on June 17, the reception to Rear-Admiral Richard E. Byrd on June 22, the Independence Day celebration on the Common on July 4, when the signing of the Declaration will be portrayed in pageantry, possibly with the President and Premier of France as honor guests; an exceptional Labor Day

demonstration, and the observance of Boston Week, starting Sept. 14.

The Mayor voiced his desire for a celebration that would be a credit to the city and urged the committee to expedite its plans so that they will have sufficient time in which to prepare for the scheduled events.

Former Mayor Fitzgerald, in launching the campaign for contributions, last night stated he was organizing a wealthy finance committee, comprising the banking and business leaders of the city. Invitations to serve on the finance committee were sent to Allan Forbes, William Endicott, former Governor Cox, Edwin S. Webster, Thomas Beal, Jr., Daniel C. Mulowney, Walter S. Bucklin and a score of others. He promised that the committee would be working hard for the tercentenary celebration within a week.

Professor Joseph H. Beal of the Harvard Law School reported that the other cities and towns of the State were making rapid progress in their plans for the 300th anniversary party.

Wilson placed the city council on record in opposition to the Senate bill which continues to vest control of taxicabs and stands in the police commissioner and placed the council on record in favor of a House bill which provides for the transfer of control to the traffic commission.

"I have full regard for these out-of-town gentlemen who are undertaking to say what Boston shall or shall not do and as a Republican I register an emphatic protest. The Legislature now decides what building restrictions shall be in effect in Boston. In no other city does the Legislature undertake to control the building problem. The Legislature has had the police department run for it with doubtful success. In no other city does the Legislature control the police department. It is high time that the Massachusetts Legislature recognized that the city of Boston is not wearing short pants."

Wilson renewed his criticism of the plans for the East Boston tunnel which restrict the width of the traffic roadway to 20 feet and the council passed his order asking the transit department to provide turnouts every 500 feet in the tunnel to obviate the possibility of long traffic delays.

The council passed without discussion the appropriation budget and Chairman Wilson of the committee on appropriations was tendered a vote of appreciation of his service.

In a detailed explanation of the budget the committee reported that the total appropriations, \$49,501.99, representing an increase of \$1,918,210 above budget recommendations in 1929 will force an increase of \$1.95 in the tax rate.

About 75 per cent. of the increase in personal service requirements is due to salary increases and new positions established in 1929.

The committee praised Mayor Curley for his intelligent decisions on budget problems and the report included a word of commendation from the Good Government Association.

Councilman Mahoney of South Boston introduced an order, which was referred to the finance committee, for an appropriation of \$250,000 for a harbor boat to replace the steamer Michael J. Perkins.

GLOBE 4/23/30

UNIFORM BUILDING CODE IS DISCUSSED

N. E. Officials' Conference Hears E. W. Roemer

Discussion of a uniform building code featured the opening sessions of the 18th annual meeting of the New England Building Officials' Conference in the Hotel Kenmore yesterday.

Pres Edward W. Roemer, Deputy Commissioner of Buildings in the Boston building department, speaking on the matter of drafting a building law to apply to Boston, said that one of the problems their committee had to face was the probability of other cities and towns, at least in Metropolitan Boston, having antique building laws which would permit certain types of construction forbidden by a proposed modern building law for the city of Boston.

William Stanley Parker, architect and president of the Boston Building Congress, spoke on "Architects' Small House Service Bureau."

Mayor James M. Curley is expected to address the conference today and is scheduled to say something about building-code revision and the annual banquet will be held at the Kenmore tonight.

ART COMMISSION REPORTS TO MAYOR

The city of Boston Art Commission made its report for the year ending Dec 31, 1929, to Mayor Curley yesterday.

This commission has approved a bust of Benjamin Dean by Mrs May L. Smith Dean for a position in the Benjamin Dean School; also a tablet in memory of Arthur Stancey by the Thomas McCann Company, for a site in the Francis Parkman School; and a portrait of Wallace C. Boyden by Marie Danforth Page for a position in Teachers' College.

TO KEEP SUMNER NAME FOR FERRY, BOYLE FOR FIREBOAT

Mayor Curley told a delegation from East Boston yesterday that he is not in favor of naming the new East Boston ferryboat to replace the old Gen Sumner in honor of the late Matthew Boyle, ex-vice commander of the American Legion.

Stating that he believed the new boat ought to perpetuate the memory of Gen Sumner, chief founder of East Boston and one of its earliest developers, the Mayor added that he would not object to the name Matthew Boyle being given to the new fireboat, to go into commission in the Fall, about the time of the Legion convention here.

HERALD 4/23/30 LEGISLATURE HIT FOR RULING CITY

Wilson, G. O. P. Council- man, Decries State Han- dling of Cab Situation

TAX RATE JUMP OF \$1.95 IS PREDICTED

Councilman Robert Gardiner Wilson, Jr., of Dorchester, a Republican, lashed the Republican Legislature yesterday, for persisting in exercising control over the government of Boston and for refusing to recognize that "the city of Boston is not wearing short pants."

"I'm a member of the party which is in control of the Legislature" said Wilson "but when a senator from Waltham, a representative from Chelsea and another representative from New Bedford undertake not only to say how many taxicabs shall be allowed in Boston, but how many public and private taxi stands there shall be, I think it is time to register my protest."



Jackie Pierpont

Evelyn M. McVetty

Wilfred Pierpont, Jr.

While airplanes soared overhead and deep-throated sirens on harbor craft sounded farewell, a pilgrimage of 1000 started from Boston today to the Eucharistic Congress at Carthage. The top picture shows a group of the leaders of

the pilgrimage on the deck of the French line steamer Rochambeau, while the bottom picture shows Jackie Pierpont of Arlington kissing his aunt, Evelyn M. McVetty, goodbye, while his brother, Wilfred, waits his turn to say goodbye. (Staff photos.)

GLOBE 4/23/30

PLAN RECEPTIONS FOR JAPANESE

Four Debutantes Will Be
Here Saturday
Courtenay Crocker and Committee
Will Meet Them

On Saturday, four charming Japanese debutantes, who have come to the United States as the Japanese people's envoys of gratitude for the assistance the people of this country gave at the time of the earthquake and fire in Tokio and Yokohama, will arrive in Boston.

They will be met by Courtenay Crocker, honorary consul of Japan at Boston, and his reception committee. They will remain in Boston until Tuesday morning. Meanwhile they will be conspicuous guests of honor at receptions, dinners and luncheons.

Saturday evening a reception will be held at the Museum of Fine Arts through the courtesy of the trustees under the auspices of the American Red Cross Association, the Boston Chamber of Commerce, the Boston's Men's City Club, the Boston Women's City Club, the Foreign Policy Association, the Japan Society of Boston, the League of Nations' Association, the Maritime Association, the Museum of Fine Arts, the Press of Boston, the State Board of Education, Twentieth Century Club, the World Peace Foundation, the Young Men's Christian Association, the Young Women's Christian Association, the Young Men's Catholic Association, Young Men's Hebrew Association.

At Wellesley College

On Sunday they will be the guests of Pres Pendleton at Wellesley College for luncheon and will, after a sightseeing trip be guests at tea of the American Red Cross, at 347 Commonwealth av, Boston. They will be guests at supper of the Japanese Student Association of Greater Boston.

In 1923, on account of the earthquake disaster in Japan, a number of Japanese students in the schools, colleges and universities of Greater Boston then were financially embarrassed. Under the leadership of Miss Jessie Sherwood, then secretary of the Japan Society, a fund of about \$4000 was collected for their assistance. The Christian Science Board of Directors presented \$1000 and the other \$3000 was contributed by private individuals. Part of the fund was returned and lent to other students in need of temporary financial as-

sistance. The fund is deposited at the Lee Higginson Trust Company which acts as treasurer for the Japan Society of Boston.

Guests of Mayor Curley

Monday will be the day for official visits and at noon the visitors will be the guests of Mayor Curley at the Copley-Plaza Hotel. There will be private dinner parties for them in the evening, given by Mr and Mrs Courtenay Crocker, 44 West Cedar st, and Mrs Charles M. Baker, 11 Ivy st, Brookline.

The guests have visited San Francisco, Los Angeles, Kansas City, St Louis, Washington, Philadelphia, and are now in New York. They will go back to the Pacific Coast by way of Chicago.

They are Miss Kimi Ashino, younger sister of Hiroshi Ashino, Japanese consul at Portland, Ore; Miss Sumiko Tokuda, one of the winners of the Lincoln Essay prize contest offered by the Lincoln Association in 1929; Miss Yoshiko Sato, classmate of Princess Chichibu, and Miss Yoshiko Matsudaira, cousin of Princess Chichibu.

FIRE DEPARTMENT TO HAVE A FINE BAND

Fire Commissioner Edward F. McLaughlin in general orders of the department issued yesterday announced that the department would soon have a fine band composed entirely of members of the department.

The commissioner announced that instruction of the highest grade will be furnished members of the band to assist in organization. The arrangements are now being completed by Mr McLaughlin at no cost to those who will become members of the new organization.

33,578 WARD 6 CENSUS COUNT

2096 Unemployed in South
Boston Section

There are 33,578 men, women and children in Ward 6, South Boston, according to the official tabulation figures, issued early this afternoon by Asst Census Supervisor George A. Mulvey.

Of this official total, 2096 adults are listed as among the army of the unemployed, it is announced.

Comparisons between this total and the population figure for Boston's Ward 6 of the Federal census of 10 years ago are useless, because the ward lines have been changed in the meantime.

The boundaries of the present ward are Dorchester av, Old Colony av, D st, East and West 4th, 6th and 7th sts, L st and the harbor line. This is the most populous ward in all New England to be tabulated to date.

NEW FERRYBOAT WILL BE GENERAL SUMNER

Mayor Curley did not approve of the suggestion made today by a delegation from East Boston that the new ferryboat be named the Mathew Boyle, in memory of the late past senior vice commander of the American Legion. The Mayor announced that the new boat would be the General Sumner, the same as the boat it replaces.

At the conference this morning in City Hall the Mayor said that he did not think it good policy to disregard the services of Gen Sumner. He told the delegation that he had no objection to the new fireboat, which will be ready about the time of the American Legion convention, being christened the Matthew Boyle.

TRAVELER 4/23/30 CURLEY STICKS TO OLD FERRY NAME

A request of a delegation from Flaherty post, American Legion, of East Boston, that the new East Boston ferry be named Matthew Boyle, in memory of the senior vice-departmental commander of Massachusetts who died recently was denied today by Mayor Curley.

The boat will be named Gen. Sumner, the name of the boat which is replaced, according to the mayor, who said he had no objection to naming the new fireboat after Boyle. It is planned to have the new ferry in service the week of the legion convention in Boston and arrangements might well be made for ceremonies, Mayor Curley said. He added that the name of Gen. Sumner meant something and he did not believe in discarding names such as this.

AMERICAN 4/23/30

ALLEN ADVISES WITH MAYOR

Further evidence of the felicitous relations that have sprung up between city and State was demonstrated today when Governor Allen sought an expression of the attitude of Mayor Curley before signing a bill passed yesterday by the Legislature.

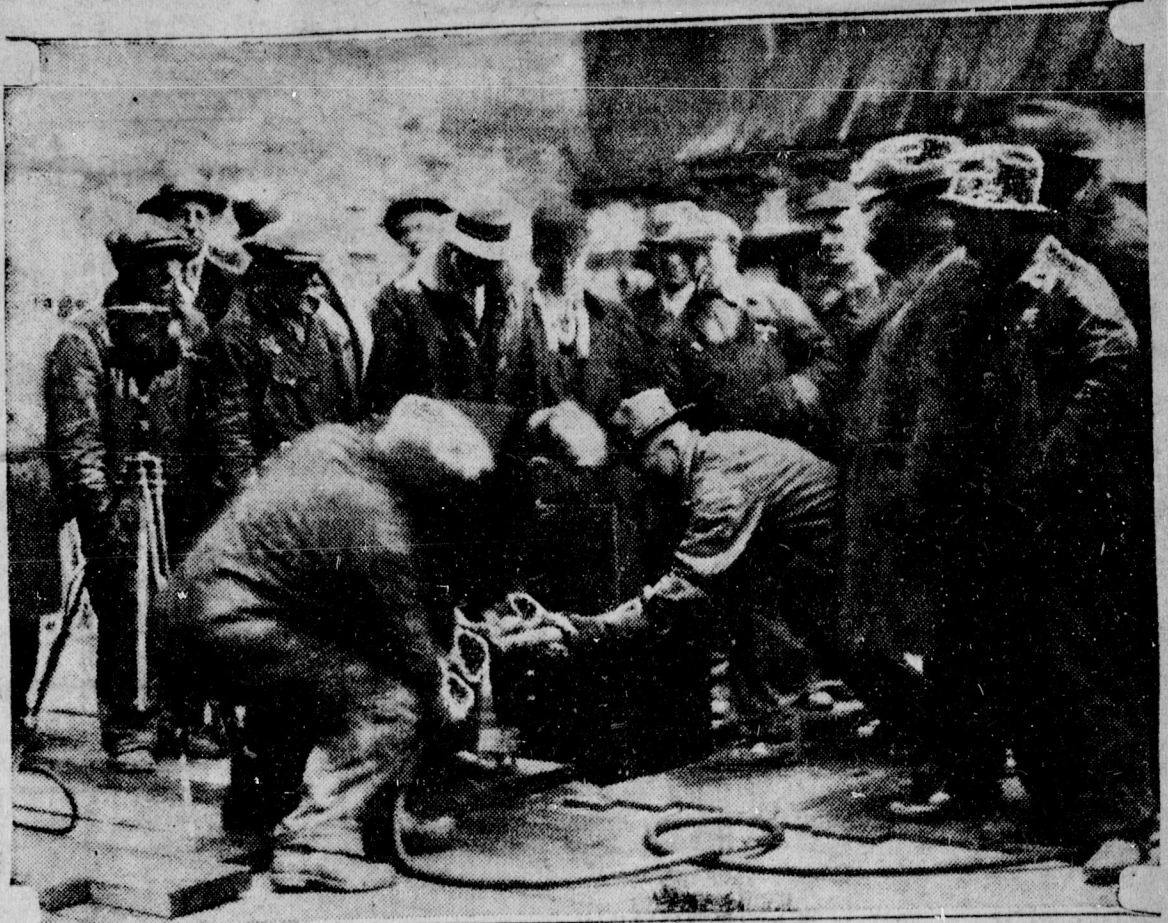
The measure would reimburse Mrs. Daniel McDonald for the death of her son, shot by a Boston patrolman, in the sum of \$4000. Mayor Curley informed the Governor he was entirely in sympathy with the object of the bill and recommended that it be signed.

AWARDS CONTRACT FOR ROOMS AT SANATORIUM

A contract for the erection of kitchens and dining rooms in the Boston Sanatorium at Mattapan was awarded to Matthew Cummings with a bid of \$231,000, by Mayor Curley today. There were nine bidders, the highest bid being \$249,000.

TRAVELER 4/23/30

Mayor Curley Drives First Rivet in New Herald-Traveler Building



Mayor Curley driving the first rivet on the new Herald-Traveler building, on Mason street, this morning. James Lewis is helping the mayor work the riveting gun and Timothy Millen "bucks up" to hold it in place. Directly behind the mayor is Martin Reed, superintendent of construction, and behind Reed are members of The Herald-Traveler Corporation.

MAYOR CURLEY DEDICATES NEW TRAVELER BLDG

Drives First Rivet as Movie Photographers Record Event

While hundreds of persons lined the sidewalk on Mason street this morning, Mayor James M. Curley in the presence of officials of the Boston Herald-Traveler Corporation dedicated the new Herald-Traveler building by driving the first rivet.

GIVEN WORKING CARD

Presented first with a working card which made him an honorary member

of the ironworkers' local by Joseph H. Ranger, head of the construction company, the mayor was then given a new pair of heavy leather gloves by Timothy F. Millen, steel foreman acting for the Ironworkers' Union.

In a short address before driving the rivet, the mayor said: "Two of the most notable achievements in connection with the tercentenary are the flight of more than 6000 miles by the good ship Arbella carrying news of the progress made in the past 300 years by New England and the dedication of this new building representing an investment in excess of \$2,000,000 for a new plant for The Herald and Traveler. This newspaper will take its place in the forefront of all other newspapers in the country for these two achievements."

The mayor arrived at exactly 9 o'clock, the time set for the ceremony. The whistle on the hoisting engine blew two short blasts and all work on the building was suspended until the ceremony was completed.

Employees of The Herald-Traveler of all departments lined the windows and roofs of the two present buildings to watch the ceremony. When the mayor had driven the first rivet the cheering was echoed from the street and the building foundation to the roofs to the crowds there.

SOUND MOVIES MADE

The mayor's first instruction in the art of riveting was given by the regular crew of riveters, headed by the steel foreman, who acted as "bucker-up" and held the "dolly-bar" behind the rivet. The rivet was placed by Joseph H. Ranger.

Just before taking the riveting gun, the mayor put his riveter's working card in his pocket, "just in case," he said, "I do a bad job and they want to take it away from me."

Among those present at the dedication were Sidney Winslow, president of The Boston Herald-Traveler Corporation; Channing Cox, former Governor and director in the corporation; William C. Wenderoth, treasurer; E. W. Preston, general manager of the corporation, and Frank W. Buxton, editor of The Herald; Bruce Wetmore, James F. Ranger, James Murphy, president of the Building Trades Council; Michael Krump of the Ironworkers Union, and William Stewart, business agent of that local.

Sound movies of the event were recorded by Thomas Baltzell, cameraman for Pathe Sound News. These pictures will be shown at all the larger local theatres on Saturday of this week.

WANTS FOREIGN PLANES TO MAKE HUB ENTRY PORT

Mayor Curley's Plans For East Boston Airport Explained to Legislative Committee

Plans to make Boston the finest airport in the country in order that foreign airplanes will land here and also to make Governors Island a part of the airport for dirigibles, were laid before the Legislative Committee on Harbors and Public Lands at the State House today. These are Mayor Curley's ambitions, as set forth by Thomas H. Bilodeau, legislative counsel for the city.

The committee had before it a redrafted resolve authorizing the State Department of Public Works to lease from time to time additional land owned by the State in East Boston for airport and seaplane purposes. The present airport is leased by the city from the State for 20 years at \$1 a year.

The redrafted resolve, it appears, was decided upon at a conference between Gov. Allen, Mayor Curley and Commissioner Frank E. Lyman of the State Department of Public Works.

After explaining that the resolve was favored by all interested parties, Mr. Bilodeau said: "It is the desire of the Mayor to have the finest airport in the country, so that planes from foreign countries will make Boston their port of entry."

City Will Need More Airports

"The Mayor is in favor of the airport where it is now, without change. He thinks it would be unfortunate to make any change and that there is no use of mixing up an industrial development at a place where airport facilities have already been established." Mr. Bilodeau also ventured the prediction that within 10 years the city will have to have two or three airports. "We will have to use every available space in East Boston," he declared.

Referring to the conference with the Governor, he said a proposal for legislation which was entirely satisfactory to everybody was drawn and submitted to the committee.

In brief, it provides for retaining the present airport and making additions from time to time. He introduced William P. Long, Park Commissioner, who submitted this letter from the Mayor:

"In the event that I will be unable to be present at the executive session of the Committee on Harbors and Lands on Wednesday, April 23, I am desirous that you attend and inform the committee that I have not changed my position with reference to the extension of the airport to Governors Island, for the following very excellent reasons:

"First: Because of the present investment of the city of Boston and private enterprises in the airport, and

"Second: For the reason that the location of the East Boston entrance to the East Boston Tunnel was determined upon with a view to having it serve the airport, and, in addition, provision will be made to utilize the fill that comes from the tunnel for reclamation of land necessary for the development of the airport."

Explains Present Lease

Mr. Long explained the present

lease. It is for 20 years and at the end of that period if the Legislature sees fit to take back the property they will have to reimburse the city for money expended there. There is a renewal clause in the lease, with the additional proviso that the State may increase the rental charge.

The committee then took up the bill of Representative William H. Hearn of East Boston, providing that the State Department of Public Works be authorized to lease to any party or parties satisfactory to the department, for a term of 60 years, lands and flats belonging to the Commonwealth in East Boston, which are in control of the department. This, of course, would include the airport property.

William J. McDonald, representing the Boston Port Development Company, spoke in favor of the bill.

He told the committee that his company has 50,000,000 feet of land behind the property owned by the Commonwealth, which shuts off any large industrial development proposed.

Mr. McDonald felt that a proper airport could be developed at Apple Island, because if the airport continues at its present site, with the proposed expansion, it will stop industrial development at that point. "The idea of locating an airport on a deep water channel," he exclaimed, "I don't understand why it was done."

Believed Location Temporary

He said it was his impression at the time that the location of the airport at its present site was only going to be temporary.

Mr. McDonald pointed out that the Hearn bill did not say lease to his company, but that the department may make a lease.

He estimated that to dredge a channel into their property would cost \$1,000,000, while the industrial development proposed was in line with the recommendations of a State commission made in 1915.

"We don't want to interfere with any progress, but we do want to see the harbor developed," he declared. "It's not our plan. It's the State's plan."

McDonald agreed that any proposal to move the airport rested entirely with the Mayor. What he desired was that the Department of Public Works be placed in the position to make a proper lease; then negotiations could be opened with all parties at interest.

MAY COMPLETE GREATER AIRPORT IN TWO YEARS

Rapid progress is being made in the plans of Mayor Curley to make the East Boston Airport the finest in the country. Following a conference today with Chairman William P. Long of the Park Commission, Mayor Curley announced that the Committee on Harbors and Public Lands had reported "ought to pass" upon the petition of the city of Boston for the extension of the lines of the East Boston Airport, under which the State conveys

to the city, without charge, such land as may be required from time to time for the airport extension.

According to the Mayor, this action by the State should make possible the extension of the lines of the present airport to the State line in the vicinity of Governors Island. It is believed that construction of the East Boston traffic tunnel will provide almost enough to fill for the reclamation of the land from the State without undue expense to the city.

There yet remains the transfer from the Federal to the City Government of title to Governors Island. If that transfer is made quickly it may, in the opinion of Mayor Curley, be possible to complete the great airport within two years. It will give Boston an airport extending into the harbor for a distance of two and one-half acres, and covering 2500 acres.

TWO MORE LINERS TO SAIL FROM BOSTON

The Saturnia of the Cosulich Line will arrive in Boston on the morning of May 30, and today Mayor Curley received a letter from H. Feistel, passenger traffic manager, announcing the beginning of the sailings of the Saturnia and Vulcania from the port of Boston.

In his letter Mr. Feistel said: "It is indeed gratifying to receive encouragement from the Mayor of the city of Boston—the second important United States port for transatlantic passenger traffic."

"In placing the Saturnia and Vulcania in the Boston-Mediterranean trade, the Cosulich Line feels that it will not only add stimulation to the port of Boston, but will increase traffic from New England, from which territory this company derives the greatest share of its European traffic, to the Mediterranean, especially to Italy."

"Our owners, undoubtedly, will be pleased to know of the assurance they have from the people of Boston and its Mayor and the cooperation in making this undertaking a success."

"It is trusted we shall have the honor of a visit from you on board the Saturnia on her expected arrival at Boston on the morning of May 30, at which time the writer hopes to meet you personally."

Contd GLOBE 4/23/30

passenger service to and from Boston would soon be increased. He congratulated the French Government for its participation in the Boston service.

Mr Norton then introduced J. C. Joseph Flamand, French Consul in Boston, and Mr Flamand assured the Mayor that the French Government and the French Line anticipated continued service and continued success in Boston as a port. Pres Jean Tillier of the French Line was introduced. He wished the pilgrims an excellent voyage and thanked the Mayor for the city's cooperation in arranging to make Boston a regular port of call. He announced that the departure of the Rochambeau was only a beginning and that other ships of the line would now be calling at this port regularly.

TRANSCRIPT 4/23/30 Seeks \$350,000 for Tercentenary

To finance the elaborate programs being prepared for Boston's celebration of the Tercentenary of the founding of the Massachusetts Bay Colony, John F. Fitzgerald, chairman of the committee, has started a campaign for a fund of \$350,000.

Mayor Curley addressed the committee at yesterday's session, outlining the plans for the Bunker Hill Day celebration on June 17; the reception to Rear Admiral Richard E. Byrd on June 23; the Independence Day celebration on the Common, when the signing of the Declaration will be portrayed in pageantry; an exceptional Labor Day demonstration and the observance of Boston Week, starting Sept. 14.

The mayor voiced his desire for a celebration that would be a credit to the city, and urged the committee to expedite its plans so that they will have sufficient time in which to prepare for the scheduled events.

Former Mayor Fitzgerald, in launching the campaign for contributions, last night stated he was organizing a wealthy finance committee, comprising the banking and business leaders of the city. Invitations to serve on the finance committee were sent to Allan Forbes, William Endicott, former Governor Cox, Edwin S. Webster, Thomas Beal, Jr., Daniel C. Mulowney, Walter S. Bucklin and a score of others. He promised that the committee would be working hard for the Tercentenary celebration within a week.

Professor Joseph H. Beal of the Harvard Law School reported that the other cities and towns of the State were making rapid progress in their plans for the 300th anniversary party.

New Fireboat Will Be Named Mathew J. Boyle

Mayor Curley today assured members of the Lawrence J. Flaherty Post No. 30, American Legion, that the new fireboat, Engine 44, to be constructed by the city of Boston, will be named for the late Matthew J. Boyle, senior State vice commander of the State department, American Legion, who died recently. It is expected that the dedication will take place during the State convention in October.

The delegation first asked that the new ferryboat to replace the General Sumner be named for Mr. Boyle, but the mayor insisted that he must do his share in perpetuating Boston traditions.

GLOBE 4/23/30

GOODWIN AROUSES LANE AT HEARING ON SCHOOLS

Clash Results When Finance Commission Head Says Thousands Have Been Thrown Away

Chairman Frank A. Goodwin of the Boston Finance Commission and Chairman Richard J. Lane of the Boston Schoolhouse Department clashed today at a hearing before the Legislative Committee on Municipal Finance today after Mr Goodwin had declared that thousands of dollars have been thrown away in school construction programs. Mr Lane took the floor to deny the assertion and to defend the action of the succeeding School Committees.

"I don't propose to let his statements stand unchallenged," Mr Lane exclaimed. "Instead of the School Committees being criticised for extravagance they should be commended for their foresight in abandoning construction work after it became apparent to them that buildings should not be erected because of changes in population in the districts in which the schools were to have been constructed."

In addition, Mr Lane contended that the city has actually made money by the resale of land after the School Committees have bought it and later decided that the site would not be a good one for school purposes.

"Doesn't Know What It's About"

Mr Goodwin, who was discussing the proposal of the present School Committee for a school-building program involving an expenditure of \$5,000,000, declared that the program should not be allowed by the Legislature if for no other reason than that "the School Committee does not know what the program is all about."

In this latter connection Mr Goodwin referred to the proposal for the building of a new girls' central high school, to take the place of the Girls' High now located in West Newton st and its annex on Massachusetts av. He charged that the School Committee has "backed and filled" on the question as to whether this school should be built and has changed the program as to rooms.

Mr Goodwin felt that the situation can be improved if the School Committee members had the assistance of some expert who could study the plans submitted by the board of government for new schools and give them the benefit of his opinion. Now, he went on, the School Committee turns over the plans to the Schoolhouse Department, the members of which, Mr Goodwin

felt, are not in a position to pass upon the question as to whether increased school accommodations are needed.

Opposed to the New Girls' High

The Finance Commission chairman was particularly opposed to the construction of the new central girls' high school. He felt that the character of the district served by it is so changing that the erection of a large building is unnecessary. Rather the \$1,400,000 which would be spent on the high school should be expended in elementary schools or in improving the conditions as to safety in the existing schools, he held.

He was answered by Joseph J. Hurley and Dr Joseph Lyons of the School Committee that the survey committee which recently made a study of the school needs of Boston had declared the Girls' High School to be unsafe. Mr Hurley felt that if the building is unsafe it should be abandoned.

On the other hand Mr Goodwin quoted an engineering firm which made an inspection of the structure as finding it not to be unsafe, and for this reason he felt it should be kept in use; otherwise the city would lose a substantial sum of money invested in it.

"Should Consider Taxpayers"

In this connection Mr Goodwin took occasion to criticise those who are prominent in the management of the Boston schools, saying that they are not concerned about the amount of money which is expended for school purposes. Expenditures have increased from \$7,000,000 to \$20,000,000 in the last few years and the time has come when the taxpayers as well as the educators should be considered, he said.

Senator Frank W. Osborne, Senate chairman of the committee, indicated that the committee itself would inspect the Girls' High School before acting on the legislation before it.

Mr Goodwin felt that if any girls' high school is to be built it should be put up in Dorchester, where, it is admitted by all, he said, there is need for additional high school facilities.

In regard to the construction of a new girls' high in Boston proper, Mr Goodwin said he has been informed that the project was started by the alumnae of the institution and that its master had gone to the Fire Department and sought to have the building condemned.

GLOBE 4/23/30

150 BOSTON PILGRIMS SAIL FOR EUCHARISTIC CONGRESS



Mayor Curley addressing pilgrims on their departure for the Eucharistic Congress. Left to Right—H. Armsby Highman, F. Lachesnez Heude and Pres Jean Tillier of the French Line; Mgr Thomas H. McLaughlin, in charge of Newark pilgrimage; Mgr E. J. Egan of Trenton, Mgr McGlinchey of Boston, Mayor Curley and son in foreground, J. C. Joseph Flamand, French consul.

Cardinal O'Connell Unable to Accompany Party Because Pressure of Business

The Boston pilgrims to the Eucharistic Congress at Carthage, to Rome and the "Passion Play" at Oberammergau left Commonwealth Pier on the steamship Rochambeau of the French Line at 10:40 this morning. His Eminence William Cardinal O'Connell did not accompany them, and it was announced by Mgr Burke, his representative at the departure, that the pressure of urgent official business had prevented the Cardinal from leading the pilgrimage.

Mayor James M. Curley was on hand to speed the pilgrims on their way and to wish them bon voyage, on behalf of the city, and the departure of the Rochambeau was made the occasion for a dual celebration. Pres Jean Tillier of the French Line, addressing the passengers and spectators, announced that the sailing of the Rochambeau inaugurated a new passenger and freight service for Boston and Mayor Curley responded by saying that it was fitting that a ship named after Rochambeau, a friend of the American patriots, should be the first

of the line's vessels in years to sail from the port of Boston, and that it was also fitting that the new service should be instituted during the tercentenary year.

30 Priests in Party

The Rochambeau sailed with a full passenger list of more than 450, with 150 pilgrims from Boston, more than 30 of them priests. In addition to the Boston pilgrimage there were pilgrimages from Trenton, Washington, Baltimore and Newark. Mgr E. J. Egan was in charge of the Trenton pilgrimage, Mgr Thomas H. McLaughlin in charge of the Newark pilgrimage and Mgr John J. Cartwright of Washington was in charge of the pilgrimage from there and in general charge of the rest of the pilgrims.

There were more than 3000 on hand to see the pilgrims depart, and they crowded the upper and lower areas of the pier where the Rochambeau was tied up. A bandstand had been erected on the pier, and from 9 until 10, while the crowd was gathering, they were entertained by Emmet

O'Brien and his American Legion Band. Hundreds of visitors and friends of pilgrims visited the ship, and crowded about its decks and cabins and at 10 o'clock they all gathered on the aft deck, where the departure ceremonies were held.

Clement Norton, in charge of the pier, introduced Mgr Burke, who represented Cardinal O'Connell, and brought his blessing and good will to the pilgrims. He expressed the Cardinal's regret at not being able to accompany them, and bade them for himself and for the Cardinal, a happy voyage.

Mayor Curley Compliments Pilgrims

Mayor James M. Curley was introduced by Mr Norton. The Mayor complimented the pilgrims and brought them the greetings of the city and told them that their departure from the city for the Eucharistic Congress meant more than that to the city, since it inaugurated the new French Line service from Boston. The Rochambeau, he said, is the first French Line steamship to make Boston a port of call, and he declared that it marked a new era in the return of prosperity to the port of Boston.

He congratulated the French Line for its faith and confidence in Boston and expressed the opinion that it would mean as much to the French Line as it does to Boston and the hope that the

Curtails Trades in Boston Schools

School Committee Adopts the Survey Board's Recommendation

A vote to curtail further expansion of shop instruction and vocational training in the Boston public schools was taken by the School Committee, last evening, in accordance with a recommendation of the Survey Board.

"That further extension of shop instruction in all intermediate schools now under construction or hereafter to be constructed shall be permissive only; that wherever given, instruction shall be limited to the fundamentals of manual training, and shall be general, not vocational, in character; that all equipment shall be inexpensive and shall in no instance include complicated or elaborate machinery.

"That in all high schools now under construction or hereafter to be constructed, all shops for vocational courses shall be of factory construction and, unless placed in the basement, shall be placed in an annex to the main building; the nature of the shop and all equipment shall be subject specifically and in each instance to the approval of the School Committee."

Superintendent Jeremiah Burke, in explaining the measure, said in part:

"There is no doubt in my mind of the educational value of this work. I believe it is sound and helpful in that it has provided for the boys and girls who are not going onward to the field of higher education. We are faced with the fact that we have been expanding too rapidly in this direction and I find myself tonight in full sympathy with the committee and in agreement with the resolves. I heartily approve of them. I feel called upon to say that the Board of Superintendents also is in sympathy with your action and in accord with your resolution."

Dr. Lyons was emphatic in declaring that nothing Chairman Frank A. Goodwin of the Finance Commission said had anything to do with what the School Committee had been carrying on for two weeks.

Alexander Sullivan, business manager, reported on a provision "on account" for an appropriation totaling \$6,547,000, which he stated should take care of all possible expenditures through May. On a rollcall vote this appropriation was passed unanimously.

Another important measure unanimously passed was the appropriation of \$1,507,266.30, in addition to \$100,000 appropriated "on account" on March 3, 1930, to provide for the cost of alterations and repairs of school buildings, fixtures fire escapes and similar expenses, and also the appropriation of \$150,000 for the cost of administration expenses of the Department of School Buildings in connection with alterations, repairs and equipment.

Chairman Hurley stated that this was the first time in the history of this body that an itemized bill had been presented, showing the existing co-operation between the School Committee and the present Commission of School Building.

School Shops Curtailed

The Boston School Committee took final action last night upon an important program of reform. The vote was the logical outcome of a movement which the committee began more than two years ago. On March 19, 1928, the elected custodians of the city's school system took note of the impressive fact that Boston's school expenditures for all purposes, including land and new buildings, had increased from \$7,500,000 in 1918 to \$19,300,000 in 1927. Declaring its desire to have "all the facts made known" which have led to this increase, the committee voted to have a complete survey of Boston's schools conducted by a committee of leading citizens, and to supply all necessary funds for the cost of such an inquiry.

The Survey Committee, comprising Judge Michael H. Sullivan, Francis R. Bangs, President Lowell, Carl Dreyfus and five others, determined that there were two principal causes of excessive expenditure for public education in Boston. The first cause the surveyors declared was bound up with the unsound plan of organization which formerly existed in the Schoolhouse Commission, responsible for the construction of new buildings and the repair of old buildings. In response to these findings, the General Court abolished the old commission and set up a new department, upon which the burden of attaining greatly improved efficiency and economy now rests for the future.

Secondly, the survey committee declared, after thorough investigation, that shopwork and vocational training had entered a state of ungainly, ill-proportioned and excessively costly growth within the schools system. Especially did the survey find this true of vocational training in the intermediate schools, with particular reference to the ninth grade. "Intensive training in a vocational course is not in harmony with the purpose of the intermediate school," Judge Sullivan and his associates very wisely affirmed. And they made other basic observations. For example they pointed out that "if a boy has not selected his trade, he can not be specifically trained for it, but only given a certain dexterity, the appreciation of the relation of means to ends, and the attitude of mind that applies to all trades. In that case the elaborate shop is not needed, certainly until the final preparation for a particular trend."

Since the survey report was made public, the school committee has naturally required time for study of its voluminous data and recommendations. This study the committee has conducted with diligence. How precisely it has come to agree with the survey's conclusions can be seen from the final order passed by the committee last night:

That further extension of shop instruction in all intermediate schools now under construction or hereafter

to be constructed shall be permissive only; that wherever given, instruction shall be limited to the fundamentals of manual training and shall be general, not vocational, in character; that all equipment shall be inexpensive and shall in no instance include complicated or elaborate machinery.

This section of the vote is accompanied by another section adopting an order for restrictive supervision of plant and shopwork expansion also in the high schools which are specifically conducted for training in arts and mechanics. All in all, the Boston School Committee has been instrumental in carrying out an excellent program of reform and retrenchment, much more sound in its basis, and thorough in its investigation of the needed changes, than any which could have been expected from those publicists who have recently been endeavoring to make personal and political capital of the survey's findings.

Assessors' Aides Ordered Dropped

Thirty-three second assistant assessors, receiving \$5 a day for temporary work, have been ordered discharged by Chairman Edward T. Kelly of the board of assessors at the command of Chairman Eliot H. Goodwin of the State Civil Service Commission. The men were appointed on March 31 for forty days to go through the city with the regular assessors to mark down the valuation of every piece of property in the city for taxation purposes.

Chairman Goodwin complained that the men were performing only clerical work and insisted that appointees to the position of second assistant assessor should be drawn from the regular civil service clerk's list.

Curley Starts Herald Building

Soon after nine o'clock this morning, Mayor Curley took part in formal exercises at the site of the new Boston Herald-Traveler Building when he drove the first rivet into the superstructure, having had presented to him by Timothy F. Millen, steel foreman of the job, a journeyman's working card which permitted him to handle the riveting gun.

Buried in the foundations in solid concrete is a horseshoe and a piece of money, placed there by the men on the job as an old custom but not followed in many instances. The horseshoe is supposed to bring luck and protect the workmen from falling girders and bricks.

Within a month or two the national colors will be flying from the structural work showing that the steel workers have completed their work.

Thousands Wasted on Schools, Says Goodwin

Fin Com Head Gets Into Heated Discussion with Chairman Lane of Schoolhouse Commission at Legislative Hearing

Thousands of dollars have been thrown away on Boston school construction programs, Frank A. Goodwin, chairman of the Boston finance commission, said today.

His remarks, made at a hearing in the State House before the legislative committee on municipal finance, precipitated a heated discussion between Goodwin and Richard J. Lane, chairman of the Boston schoolhouse commission.

DENIES STATEMENT

Lane jumped up to deny the Goodwin statement and to defend the various school committees which have had charge of building programs.

"I don't propose to let his statements stand unchallenged," Lane exclaimed. "Instead of the school committees being criticised for extravagance, they should be commended for their foresight in abandoning construction work after it became apparent to them that buildings should not be erected because of changes in population in the districts in which the schools were to have been constructed."

In addition, Lane contended that the city has actually made money by the resale of land after the school committees have bought it and later decided that the site would not be a good one for school purposes.

ACCUSES COMMITTEE

Goodwin, who was discussing the proposal of the present school committee for a school-building program involving an expenditure of \$5,000,000, declared that the program should not be allowed by the Legislature, if for no other reason than that "the school committee does not know what the program is all about."

In this latter connection Goodwin referred to the proposal for the building of a new girls' central high school to take the place of the girls' high now located in West Newton street and its annex on Massachusetts avenue. He charged that the school committee has backed and flinched on the question as to whether this school should be built, and has changed the program as to rooms so that instead of a 16-room building being constructed, as originally intended, the committee would not put up a 50-room building.

WOULD EMPLOY EXPERT

Goodwin felt that the situation can be improved if the school committee members had the assistance of some expert who could study the plans submitted by the board of apportionment for new schools, and give them the benefit of his opinion. Now, he went on, the school committee turns over the plans to the schoolhouse department, the members of which, Goodwin felt, are not in a position to pass upon the question as to whether increased school accommodations are needed.

The fin. com. chairman was particularly opposed to the construction of the new central girls' high school. He felt that the character of the district served by it is so changing that the erection of a large building is unnecessary. Rather the \$1,400,000 which would be spent on the high school should be expended in elementary schools or in improving the conditions as to safety in the existing schools.

QUESTION OF SAFETY

He was answered by Joseph J. Hurley and Dr. Joseph Lyons of the school committee, to the effect that the survey committee which recently made a study of the school needs of Boston had declared the girls' high school to be unsafe. Hurley felt that if the building is unsafe it should be abandoned.

On the other hand, Goodwin quoted an engineering firm which made an inspection of the structure as finding it not to be unsafe, and for this reason he felt it should be kept in use, otherwise the city would lose a substantial sum of money invested in it.

In this connection the fin. com. leader took occasion to criticize the "educators" who are prominent in the management of the Boston schools, saying that they are not concerned about the amount of money which is expended for school purposes. Expenditures have increased from \$7,000,000 to \$20,000,000 in the last few years and the time has come when the taxpayers as well as the educators should be considered, he said.

MAY INSPECT SCHOOL

Senator Frank W. Osborne, Senate chairman of the committee, indicated that the committee would itself inspect the girls' high school before acting on the legislation before it.

Goodwin felt that if any girls' high school is to be built it should be put up in Dorchester, where it is admitted by all parties, he said, that need for additional high school facilities is undisputed. In regard to the construction of a new girls' high in Boston proper, Goodwin said he has been informed that the project was started by the alumnae of the institution and that its master had gone to the fire department and sought to have the building condemned.

PLANS AIRPORT SECOND TO NONE

Bilodeau Outlines Improvement Program Before Legislative Group

Plans of Mayor James M. Curley for the improvement of the Boston airport and its development to a point where it would be second to none in the world were outlined today before the legislative committee on harbors and public works by Thomas H. Bilodeau, counsel for the city.

The plans of the mayor provide for the enlargement of the airport and for the establishment of suitable facilities for the handling of all kinds of aircraft, including dirigibles and Zeppelins.

In connection with the plan, a resolve which was prepared after a conference between the mayor, the Governor and the commissioner of public works was discussed. This plan would authorize the state department of public works to lease more land to the city for aviation purposes.

Another resolve under discussion was that of Representative Hearn of East Boston, who is asking that the state department of public works be authorized to lease to any approved party for terms of 60 years land and flats adjacent to the airport. This resolve was brought on behalf of the Boston Port Development Company, which owns 50,000,000 feet of land bordering on the harbor front.

TRANSCRIPT 4/23/30 House Backs Up Civil Service Veto

Governor Allen's veto of the bill providing for review by the District Courts of removals and other actions adversely affecting persons in the classified civil service was upheld in the House of Representatives this afternoon by a roll-call vote of 51 to 125.

Representative Dever of Cambridge, sponsor of the bill, urged passage over the executive veto.

The governor, in returning the bill to the Legislature without his signature, said that he did not approve of it as he believed that if the law was changed as proposed, employing officials would hesitate to make changes that ought to be made and that anything tending to make the removal or suspension of employees in the classified Civil Service more difficult would not, in his judgment, promote the best interests of the public service.

Cardinal O'Connell Unable to Go, Due to Pressure of Business—150 in Group from Boston, Starting for Carthage, Given Big Send-off

A group of 450 pilgrims from Boston and New England was given a rousing send-off today as they boarded the French Line steamship Rochambeau at Commonwealth pier today and sailed for the Eucharistic congress at Carthage. The party included 154 from Boston.

HUNDREDS ON BOARD

Five thousand friends and relatives of the pilgrims gathered at the pier and wished the departing God-speed on their voyage. The liner came in from New York and carried several hundred more pilgrims from Trenton, Baltimore, Newark and Washington.

The pilgrims boarding the craft walked through an avenue of state and American flags. The ship itself was decorated. The spectators cheered lustily as it came in, and whistles of harbor boats were blown.

BURKE IN CHARGE

At 9:45 Mayor Curley arrived with J. Philip O'Connell, director of public celebrations and other city officials in automobiles. They were received by the Rt. Rev. Mgr. Francis A. Burke, secretary to Cardinal O'Connell, who is in charge of the pilgrimage and the Rt. Rev. Mgr. Joseph F. McGlinchey, past pastor of St. Mary's Church and former head of the Society for the Propagation of the Faith.

Mgr. Burke said that Cardinal O'Connell would be unable to make the pilgrimage, owing to pressure of work.

As the Mayor and his party approached, Cecil Fogg Post, No. 73, American Legion of Hyde Park, from a bandstand on the upper level, played. As the pilgrims were embarking, the band played patriotic American and French airs.

The spectators included the French consul, J. C. Joseph Flamand, who with his party was greeted at the entrance by Clement Norton, superintendent of the pier, and acting in an official capacity as representative of the state. Upon the forward decks, Norton welcomed the Pilgrims and congratulated the French line. He referred to the great patriots, Rochambeau, Lafayette and others and then introduced Mgr. Burke.

The latter in turn introduced Mayor

Curley, who greeted the Pilgrims and lauded Rochambeau, saying he was glad the French line selected the port of Boston for the sailing, and expressed the hope that Boston would become a terminal port for the line.

Norton introduced the French consul, who said he was glad the liner came here and expressed his appreciation of the mayor's affection for the consul's countrymen. J. L. Tillier, assistant director of the French line in New York, spoke briefly.

The liner sailed at 10:45 amidst the cheers of the spectators and the whistling of fireboats 47 and 44 which circled the ship and spread a water curtain in the background. The post band, on the end of the pier, played the Cardinal's hymn, "The Holy Name."

Among the pilgrims are 40 Boston priests. The liner will take a southerly course with the first stop at Gibraltar, where she will arrive May 2.

The liner then will continue to Algiers and Tunis, and will serve as a floating hotel for the pilgrims while they are attending the congress, May 6 to 11. Afterward she will sail for Naples and Rome, Munich, Oberammergau, Lucerne and Havre. The ship will start homeward May 24, arriving June 1. The sailing is the first of the line from this port.

FURTHER NEW SCHOOL MOVE

300 West Roxbury Citizens to Discuss Temple St. Project

More than 300 Boston citizens who are concerned over conditions in the public schools will meet tomorrow at 8 o'clock in the portable school building on Temple street, West Roxbury, to discuss school affairs and to further a move for a new elementary school building on the site of the portable building. A petition for the construction of a new building has been signed by 500 persons.

Those active in the movement point out that 150 children attend sessions in the portable building and others in the district attend classes in old houses which they declare are firetraps.

The committee organizing the meeting is headed by Mrs. Geraldine T. Conours and Mrs. Mary V. Bowen. The speakers will be City Councillor Joseph P. Cox, Representative Harold Duffie, Joseph Hurley, chairman of the school committee; Assistant Superintendent of Schools J. C. Broadhead and the school master in charge of the Robert Gould Shaw district, J. A. Crowley.

TRANSCRIPT 4/23/30 Hear Bill for Airport Land

Rumors that there had been a change in plans for enlargement of the airport were removed today when William P. Long, chairman of the City of Boston Park Department, read a letter from Mayor Curley to the Legislative Committee on Harbors and Public Lands at the State House, in connection with the re-drafting of a resolve authorizing the State Department of Public Works to lease from time to time additional State land to the city for development of the airport.

The redrafted resolve was decided at a conference between Governor Allen, Mayor Curly and Frank E. Lyman, commissioner of public works. Mayor Curley in his letter said, "I have not changed my position in regard to the extension of the airport to Governor's Island because of the investment of the city and private concerns at the present airport, and because of its location to the East Boston tunnel and the use of fill from the tunnel for the airport."

William J. McDonald, representing the Boston Port Development Company, spoke in favor of a bill of Representative William H. Hearn of East Boston authorizing the department of public works to lease to any party for a term of sixty years the lands and flats of the State in East Boston. This would include the airport property.

He said that his company owned 50,000,000 feet of land behind that of the Commonwealth and that the State land shut off any large industrial development. He said he felt a proper airport could be developed at Apple Island, because extension of the present airport will stop industrial development. "The idea of locating an airport on a deep water channel" he exclaimed. "I don't understand why it was done."

Your Newspapers

TODAY Mayor James M. Curley sets the first rivet in the super-structure of the new building under construction for the Boston Herald-Traveler Corporation at Mason and Avery streets.

Many months will be required to complete the great work dedicated today. During that time Massachusetts men will be at work on the structure. As much local material as is possible to obtain is being used. The contractors are Massachusetts men. The very steel used in the framework, while not a product of the state, is purchased through a local concern.

The completed plant will be the most modern in American journalism. Only the best equipment is good enough for your service. And yet neither The Herald nor the Traveler is ever satisfied. Always both newspapers acquire better equipment and wider news-gathering facilities.

We take no credit for this superb, pulsating monument to the success of the two newspapers. Credit belongs to The Herald and Traveler families, the readers.

Pilgrims and Liner Given Great Sendoff

Party Bound for Eucharistic Congress Sails on Rocham- beau—Crowd at Pier

Elaborate ceremony marked the sailing of the French liner Rochambeau from Commonwealth Pier, South Boston, this forenoon, with a delegation of 450 Roman Catholic clergy and laity from dioceses in the United States and Canada going to the Eucharistic Congress at Carthage, and coincidentally representing the first sailing of a steamship of the French Line from this port.

Cardinal O'Connell, who had planned to head the Boston group, was forced to make a last minute cancellation and did not appear at the liner. Rt. Rev. Mgr. F. A. Burke, chancellor of the Boston archdiocese, was appointed to represent the Cardinal on the pilgrimage and on his arrival at the Rochambeau expressed the regrets of Cardinal O'Connell, explaining that a volume of work made urgent his remaining in Boston.

The liner arrived at 5 A. M., with a large delegation that embarked at New York, including pilgrims from Baltimore, Chicago, Newark, Trenton, Milwaukee and Toronto, Canada. Shortly after 8 o'clock the Boston contingent began to arrive at the pier, first in small groups and then in larger numbers, accompanied by well wishers, estimated in all to number more than two thousand.

Mayor James M. Curley, who was the principal speaker, arrived at the pier just before ten o'clock accompanied by other city officials and to a musical welcome by the American Legion Band of Cecil Fogg Post No. 73 stationed in a reviewing stand, the mayor walked up the main gangplank and was welcomed by Mgr. Burke and Mgr. Joseph F. McGlinchey, on behalf of the church dignitaries present.

The official party repaired to the after section of the main deck where a battery of newspaper and motion picture cameramen was waiting. Clement L. Norton, superintendent of Commonwealth Pier, acted as master of ceremonies, introducing the speakers.

Mgr. Burke, the first speaker, declared that he felt greatly honored to be privileged to participate as a representative of Cardinal O'Connell in this unique ceremony which, together with representing the sailing of the pilgrimage, "a wonderful example of faith," also represented the forerunner of regular service of the French Line from Boston.

In addressing the gathering, which occupied every available part of the after sections of the main and boat decks, Mayor Curley spoke of the meaning of the pilgrimage and praised France and its relation to this country and the officials of the steamship line which had so cooperated in assisting the pilgrimage.

"It is with gratification to me as mayor of Boston to witness the departure of this ship of France from this port and it is fitting that the steamship designated to carry the pilgrims from this historic port of Boston is named after a great French patriot who lent aid to us during the Revolution-

ary War," he said. "It is a double pleasure not only to wish bon voyage to these pilgrims, animated by a wonderful spirit of faith to journey afar to take part in the Eucharistic Congress, but also to wish every success to this steamship line and to hope that Boston in the future may be considered not only a port of call but a terminal port."

Mayor Curley was followed by J. L. Tillier, assistant director of the French Line in the United States, who thanked the mayor for his admirable expression of "friendship and the great interest taken by Boston in the plans now under way to make Boston a terminal port of the line.

Other speakers included H. Ainsley Highman, New England manager of the French Line, and J. C. Joseph Flamand, French consul at Boston. Following the speaking, the visitors were ordered ashore, and, with the thousands of spectators gathered on the east side of the pier, the Rochambeau cast off with all her code flags flying.

The Rochambeau will make her first stop at Gibraltar about May 2, and thence will go to Algiers and Tunis, where the liner will serve as a hotel during the congress, which lasts from May 6 to 11. Leaving Tunis the pilgrimage party will go to Naples and Rome for three days before leaving for Munich, Oberammergau, Lucerne and Havre, whence the return trip is scheduled to start on May 24.

GLOBE 4/23/30 PUBLIC LOOKS AT TAX RATE FIRST

Prof Voss Talks on Value of Building Official

The responsibility of the building department official and the value of his work to the public was the subject discussed by Prof. Walter C. Voss of the Massachusetts Institute of Technology at the Hotel Kenmore this forenoon in the principal paper at the 18th annual conference of the New England Building Officials. George W. Sherman, ex-Building Commissioner of Worcester, was another speaker.

Prof Voss, in his analysis of some of the difficulties encountered by the building official in conducting his work and providing for the efficient administration of his department said in part:

"This department, with its efficiency, depends entirely upon public fancy and whim. An interested and informed public may make this department unusually effective, whereas disinterestedness and ulterior motive may practically void all of its effectiveness. The public is infected with a first-cost-economy complex. Their by-word is 'run everything as cheaply as possible' and I might add, 'never mind about results.' The public looks at its tax rate first; it always orders its 'meal' from the right-hand side of the menu.

"Subsequent bills for an 'upset stomach' are not reckoned in the order. But should they not be? On the contrary, our first interested group orders its 'meal' with particular attention, first, to their 'stomach,' and later they consider their 'pocketbook.' Experience has taught them this valuable lesson in proper adjustment of cost and results. The public is con-

tent to 'howl' on tax rates for a while, fight the assessors for a possible cut in valuation and then is content to sit back and say, 'There's our donation; now don't bother me with anything until next year. When that time comes, I'll try to cut it again.'

"Many attempts are regularly made by the constituted authorities of the public—their selected representatives—to show what becomes of this money, how meager it is to do a satisfactory job with—but to no avail. The public interest is only stirred when it is hurt, amused or must pay.

"Stirred When Hurt"

"It is your duty as members of the New England Building Officials' conference to strive for an enlightened public opinion of this matter. You should bend every energy and avail yourself of every opportunity to acquaint the public with the hazards and waste of the present system. I appeal personally to all of our civically elected officers to forget—gradually at least—the old dollar sign of first cost and to put their building departments on a sound, safe and effective basis by gradually increased forces of able inspectors, who are paid a salary somewhat commensurate with the responsibility they are forced by the public and its officials to assume.

"The public will fight its increased tax rate and then soon forget the added initial expense, with experience in lower annual waste charges and damages."

George W. Sherman of Worcester, known as the "Dean of Building Officials," talked on the purposes and value of the building officials' conference. He emphasized the need and value of frequent meetings for the interchange of ideas. The exchange of individual experience is of undoubted value when difficult situations arise, and there is as much need for such interchange of information among building officials as among any profession or industry.

The conference was addressed this afternoon by Mayor Curley, and a talk will be made on the revision of the New York city building code, following the report of the building code committee of the conference.

The conference will close this evening with the annual banquet and entertainment at the Hotel Kenmore.

TRANSCRIPT 4/23/30 Fountain Planned for Statler Park

The Boston Art Commission has approved the design by Ulysses S. Ricci, also a sample in bronze, for a fountain to be erected in the triangular plot known as Statler Park. The land was donated by the city at the time the hotel was erected, being negotiated for by E. M. Statler himself. Mayor Curley was then in office for his second term and was

HERALD 4/23/30

OUR NEW BUILDING

The Herald-Traveler building, into which Mayor Curley rat-tatted the first red-hot rivet yesterday, will be superior to anything in New England, and not inferior to anything in the United States. Far larger, better and more attractive inside and out than the present plant, it will take a place among the notable structures of the city. The mechanical facilities and the accommodations for all who work in the building will be the best obtainable. The new Herald-Traveler home will excel the present building even more than that has excelled our quarters of a generation ago in Newspaper row.

Public confidence and public spirit have made possible the growth in prosperity and influence of The Herald and the Traveler. During the lean years, now happily forgotten, a few men had sufficient faith in the future of the property to support it liberally. Thanks to them and the devotion of employees, the red ink disappeared and the course of the paper has been steadily forward since then. Readers and advertisers, the support of every going newspaper, are more numerous and better satisfied today than at any other period in the history of the paper. The year which ended recently was in all ways the most satisfactory on record.

We are deeply thankful that we have won the respect which we have tried day by day to merit. It is hardly necessary to say that we shall try to deserve the continued support and respect of the community, whose welfare is our welfare.

A newspaper building is an art studio and a boiler factory; a suite of professional offices and a machine shop; a sounding-board device and a broadcasting instrument; a scientific laboratory and a circus ring; a producer and a distributor. The newspaper itself is one of the rare things which are supported by the profits of a by-product, advertising. Few things are fresher, more welcome, more influential, directly and indirectly, than the morning paper on the day it appears. Few are so stale and obsolete the next morning. Obsolescence, indeed, begins almost before the product reaches the newsstand. Business men comment that journalists do something one day in order that they may undo it the next; that they build, every day, on the wreck of the day before; that they seem to erect a wall by laying bricks without mortar, and then replacing each brick with another just like it. That is all more or less so and is all more or less pertinent to the announcement of a new structure, for no building which houses such a process lacks interest.

The new building itself will teach a valuable lesson, one to which Mayor Curley referred in his brief address yesterday morning. It will give employment to a large number of men, will help to hasten the return of good general conditions, will be strong evidence of the faith which The Herald-Traveler Corporation has in the future of Boston, Massachusetts and New England. It will be striking testimony to our thousands of tercentenary visitors from the West that New Englanders are banking on the future and the continued prosperity of New England. So we like to regard this new building as something more than a mass of bricks, beams, rivets, steel machinery and editorial offices. It is as important for what it implies as for what it actually is.

GLOBE 4/23/30

LEGISLATORS CUT CURLEY LOAN PLAN

Favor \$6,000,000 Outside Limit on Old Streets

Also Million From Tax Levy—Give \$2,500,000 on New Ways

Mayor Curley's desires for a \$10,000,000 street building and repair program were somewhat upset by the Legislative Committee on Municipal Finance, which recommended at an executive meeting in the Parker House last night that the city of Boston only borrow \$6,000,000 outside the debt limit for use on accepted streets, and with the condition that \$1,000,000 be taken from the tax levy.

Another street appropriation bill petitioned by the Mayor was acted upon by the committee with changes. This bill, as it will be reported by the committee, will permit the city to borrow \$2,500,000 outside the debt limit for unaccepted streets with 10-year bonds. The condition is made that \$500,000 be taken inside the debt limit. In all, the committee last night disposed of nine matters, thus cleaning up its docket of 100 measures with the exception of two.

It was voted last night to report a bill limiting towns and cities of the Commonwealth to an expenditure of not more than \$75,000, or 1/200th of their average valuation, for tercentennial celebrations.

The bill to preserve the famous old Dillaway mansion in Roxbury was favorably acted upon, and given the provision that not more than \$25,000 shall be spent.

Four members of the committee reserved their rights in the vote for the Mayor's bill for accepted streets: Representatives George P. Anderson and John Higgins of Boston, Edward J. Kelley of Worcester and George McMenimen of Cambridge. Mr. Anderson and Mr. Higgins both favored longer terms for the bond issues.

TRANSCRIPT 4/23/30

Committee Votes \$6,000,000 for Street Work in Boston

The legislative Committee on Municipal Finance, at an executive session in the Parker House last night, reported bills calling for expenditures totaling \$6,000,000 for reconstruction and repair of accepted streets in Boston and for construction of new streets during the next two years. Mayor Curley had asked legislation authorizing bond issues of \$10,000,000 to cover these improvements.

The bill for reconstruction and repaving of accepted streets authorizes the city to borrow \$2,000,000 outside the debt limit on five-year bonds, and allows expenditure of \$1,000,000 from the tax levy for each of the years 1930 and 1931.

The bill for construction of new streets calls for \$2,500,000 to be borrowed outside the debt limit on ten-year bonds, with \$250,000 from the tax levy and \$500,000 of bonds inside the debt limit.

In voting for the bills, a majority of the committee was influenced greatly by a letter from Chairman Frank A. Goodwin of the Finance Commission who stated that although Mayor Curley asked the right to expend \$10,000,000 for street improvements, conferences between Mayor Curley, Public Works Commissioner Joseph A. Rourke and Chairman Goodwin had resulted in the decision that it would not be possible for the city to do more than \$6,000,000 of construction and repaving during a two-year period.

Although there were no dissenters from the committee report, four members reserved their rights to vote as they see fit on the floor of the House on the Boston street loans. These members are Representative George P. Anderson and John P. Higgins of Boston, Edward J. Kelley of Worcester and George C. McMenimen of Cambridge. Anderson and Higgins favored longer terms than five years for the bond issues in connection with repair of streets. Higgins wanted the city to be given authority to borrow a larger proportion of the money outside the debt limit.

The committee disposed of nine matters in all, thus cleaning up its docket of 100 measures with the exception of two. It was voted to report a bill limiting towns and cities of the Commonwealth to an expenditure of not more than \$75,000, or 1/200th of their average valuation, for Tercentenary celebrations. The bill to preserve the old Dillaway mansion in Roxbury was favorably acted upon, and given the provision that not more than \$25,000 shall be spent.

TRANSCRIPT 4/23/30

Curley Acts Upon Protest by Labor

Mayor Curley today received a group of representatives of the Boston Central Labor Union who protested against the city giving up its heating and lighting plant in the basement of City Hall Annex and entering upon a contract with the Edison Electric Illuminating Company, and promised that if officials of the Massachusetts Institute of Technology find, upon examination, that the engine now in use can be made serviceable at slight expense, as labor claims, the plant will be permitted to continue operation.

Cont

TRANSCRIPT 4/24/30

you that this service is available here. Thus for your past, your present and the promise of your even more effective future, I congratulate and commend you."

Mayor Curley spoke of Faulkner Hospital's admirable history of twenty-seven years; of the sixteen acres owned by the corporation which allows for future expansion, and the ideal location, with beautiful views and abundant sunshine. Tradition has taught the philanthropically inclined to give liberally to the very poor but help to the people of moderate means only at present becoming recognized, he said. This group is apparently able to care for their living and education but unable to budget for illness and must be helped—while their pride kept intact. For years the Faulkner Hospital has served this group of people by maintaining low rates and a willingness to reduce or cancel debts as the situation demanded. Therefore, the hospital has for years held the position wherein the major portion of its service is given to people of moderate means together with a good amount of free service wherever needed. With the addition of the new buildings its work will be increased.

Dr. Faulkner's Gift

Former Mayor Andrew J. Peters, vice president of the hospital, in his address said, in part:

"Dr. George Faulkner, family practitioner in what was formerly the old town of West Roxbury, conceived the generous idea of donating his property to the service of the people of that locality in the form of a hospital. His wife joined him willingly in his noble purpose and from their generosity this hospital has sprung. This gift has developed until today with the dedication of this new wing there is given to the people of this section a hospital which may well take rank among the leading hospital service units of our State. Serving the people of the old West Roxbury district, now the south part of the city of Boston, the hospital has for years held a unique position as the major portion of its service is given to people of moderate means and involves a large amount of free service wherever it is needed. The ever increasing demands of the communities near the Faulkner Hospital it is expected will fill the 150 beds which are now available by the addition of this new wing.

"The fund established by Dr. and Mrs. Faulkner has been enlarged by gifts from Miss Chickering and many others. It would not be possible for us to meet here today without being mindful of the devoted service of the many who have given their time to the hospital work, especially Henry Chapin, former chairman of the trustees, and our recent chairman, Charles J. Nichols, whose vision and indomitable spirit is responsible largely for the erection of this new wing.

"Nothing stands still. The growth of this part of Boston has been rapid in the past. There is every evidence that it will be more rapid in the future. The demand for service in this hospital will ever increase. To meet this demand, the community must meet the needs of this hospital in a generous spirit and provide it with the funds necessary to develop and make effective its work of service to the people of this locality."

The officers of the corporation are Nelson Curtis, president; Andrew J. Peters, vice president; Ingersoll Bowditch, treasurer; Mrs. Franklin C. Jillson, clerk.

Goodwin and Lane Continue Argument

Frank A. Goodwin, chairman of the Boston Finance Commission, and Richard J. Lane, chairman of the Boston Schoolhouse Department, resumed their verbal conflict today at a continued hearing before the Legislative Committee on Municipal Finance on a number of Boston schoolhouse bills. Chairman Goodwin at he start declared that an "orgy of spending" reached its highest point in 1923, when Mr. Lane was chairman of the School Committee. The Finance Commission is not antagonistic, however, to either the school committee or the schoolhouse department, Mr. Goodwin said. All it wants is to see that expenditures are "honestly made," but that apparently one group—the taxpayers—is being pushed into the background.

Mr. Lane jumped to his feet, exclaiming: "I don't quite like the idea of accusing me of being responsible for all the extravagances of the School Committee. I think it was bad form to single my name out. I would like to debate the matter with him, but this is no place to do that. The trouble today is that a lot of people who are looking for publicity and notoriety are dabbling in things they don't know anything about."

Mrs. Elizabeth W. Pigeon, a member of the School Committee, said she resented such a criticism of Mr. Lane and praised him as "one of the ablest men we ever have had." Mr. Goodwin, replying said he intended no attack on any single member of the School Committee but that he thought the money had been spent extravagantly and that it was only recently that any attempt had been made to remedy the situation.

GLOBE 4/24/30 MR AND MRS CHARLES F. BOGAN HONORED

Guests of Honor of Camp in Charlestown

Past Commander Charles F. Bogan of Col Fred B. Bogan Camp 14, U. S. W. V., who was recently appointed a member of the Board of Street Commissioners of Boston by Mayor James M. Curley, was the guest of honor last evening at a banquet tendered him in the Charlestown High School by nearly 200 of his friends, including his comrades of Col Bogan Camp, members of the Mary E. Bogan Auxiliary 4, U. S. W. V., and Civil War veterans.

During the evening Street Commissioner Bogan and his wife, Mrs. Margaret L. Bogan, who was also a guest, were presented with numerous gifts, each presentation coming as an added surprise to them.

In behalf of the veterans of Col Bogan Camp, U. S. W. V., and Mary E. Bogan Auxiliary, the commander and toastmaster, William Yerion, presented Commissioner Bogan with a beautiful white gold wrist watch and bracelet, on which were engraved his initials, and on the back of the watch was, "Presented to PC Charles F. Bogan by Col Fred B. Bogan Camp 14, U. S. W. V., and Mary E. Bogan Auxiliary 4, U. S. W. V., April 24, 1930." Mary Moynihan, president of the

auxiliary, presented Commissioner Bogan with a beautiful ebony toilet set in behalf of her fellow members; Past Pres Mary Colligan presented Mrs. Bogan with a large bouquet of pink roses and carnations and also a silk umbrella from the auxiliary, and Mrs. Joanna O'Connell, active in women's patriotic societies, presented Commissioner Bogan with a framed photograph of him signing the document naming a thoroughfare in South Boston the Congressman James A. Callahan Boulevard. She also presented Mrs. Bogan with a green beaded necklace and earrings and dinner ring to match.

The recipients of the gifts from their friends were completely surprised.

Speakers included Election Commissioner Charles Harding, who was succeeded as Street Commissioner by Mr. Bogan; former Senator William J. Francis, Anthony J. Carson of Col Bogan Camp, U. S. W. V., a Congressional Medal of Honor man, and Dr. Fred L. Bogan, brother of the newly appointed Street Commissioner, a member of the Boston School Board.

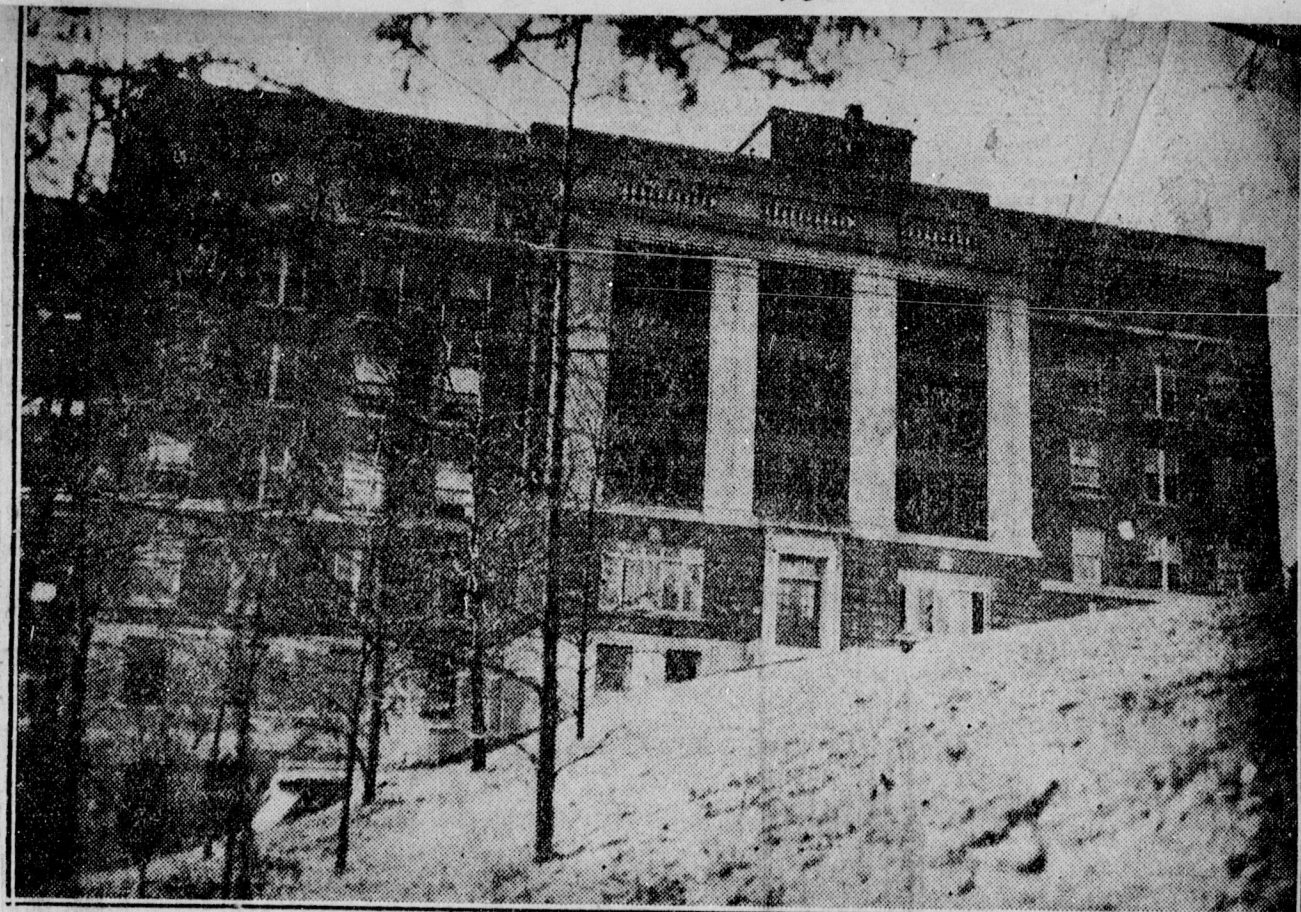
Maj Charles Harding congratulated Commissioner Bogan on his appointment and praised Mayor James M. Curley on his wise selection to that office. In representing the Mayor, who was unable to attend, he brought the greetings of Mayor Curley to the honored guest, his wife and the entire assemblage. The speaker paid a tribute to the father of Commissioner Bogan and Dr. Bogan, who died in the Spanish War and whose sons served in wars, the former in the Spanish War and Dr. Bogan in the World War. He praised Mayor Curley in selecting a man of ability, integrity and loyalty for Street Commissioner in Charles F. Bogan. He also paid a high compliment to Mrs. Bogan.

Hon William J. Francis congratulated Commissioner Bogan on his appointment and spoke of the honor conferred on Col Bogan Camp, U. S. W. V., and the Auxiliary by the appointment. He also read a letter announcing the appointment of Samuel A. Swanson, son of PC Dennis J. Swanson, of Col Bogan Camp, as chief marshal of the Bunker Hill Day parade, which was an added honor paid the camp. He wished for Commissioner and Mrs. Bogan long life, health, happiness and prosperity.

PC Anthony J. Swanson added his word of congratulation to the guests of honor at the testimonial banquet which, he said, also marked his own 51st birthday. Dr. Fred L. Bogan spoke of incidents of his early camp life and spoke of the deserved promotion of the new Street Commissioner.

A fine entertainment was provided by talented artists, including vocal selections by Miss Ruth von Hartenstein, daughter of PC Fred von Hartenstein of Col Bogan Camp; vocal selections by Timothy Kelley and James T. Black, songs and dance exhibition by Doris Manning and step dancing by Joseph Fahey.

The committee to whom the success of the banquet and testimonial is due included PC William Manning, PC Joseph Phelan, PC Fred von Hartenstein, PC Charles Brines and PC William J. Francis.



(Photo by Warren Colby)

Governor Allen and Mayor Curley Are Speakers at Exercises and Junior League Girls Serve as Ushers.

WITH Governor Frank G. Allen and Mayor James M. Curley as guests and speakers, and with many prominent men and women who contributed generously to the \$750,000 fund required for the project in attendance, the new surgical wing of the Faulkner Hospital, Center street, Jamaica Plain, was opened this afternoon. Members of the Junior League, debutantes of this season, were ushers, and tea was served under arrangements made by Mrs. J. Mott Hallowell and Miss Emily G. Denny.

Assisting at the tea were Mrs. Andrew J. Peters, Mrs. Winthrop C. Adams, Mrs. Gaspar G. Bacon, Mrs. William H. Brennan, Mrs. Charles H. Curtis, Mrs. Philip E. Coyle, Mrs. Frank S. Deland, Miss Marion Fraser, Mrs. Dudley N. Hartt, Mrs. Richard S. Humphrey, Mrs. Franklin C. Jilson, Mrs. Frank B. Lawler, Mrs. George Lyon, Mrs. Robert G. Morse, Mrs. Hugh W. Ogden, Mrs. G. L. Rayenal, Mrs. Frank Reece, Mrs. Ernest L. Reuter, Mrs. Charles F. Rowley, Mrs. Channing Souther and Mrs. John B. Swift.

The ushers included Elizabeth Bird, Priscilla Bramhall, Anna Clark, Katherine Davis, Ethel Grew, Nancy Hallowell, Elizabeth Hobbs, Allison Houghton, Ruth Lovering, Catherine Olney, Caroline Read, Eleanor Strickland and Helen Warren.

Dr. Robert B. Greenough of Longwood, a surgeon whose work is well known to the officials and patients of Faulkner Hospital, was the principal speaker.

"Enters on Full Career of Service"

Dr. Greenough said that with the opening of the new surgical building the hospital stands "ready to take on all of its responsibilities in the care of the sick and injured of the community and to give to the community as efficient

as can be obtained in any hospital in the State." After reviewing the growth of the hospital during the last twenty-five years, Dr. Greenough said that it had successfully met the various conditions, "not only in respect to its equipment and its operation, as indicated by the approval of the American College of Surgeons, but also in respect to its maintenance of the standards of the science of medicine and of the humanitarian aspects of the art of medicine as well."

"Within its limited resources," he said, "it has fulfilled all of its obligations to its patients, its staff, and to the community as well. Now, with increased resources, it enters upon its full career of service, well qualified in every way to meet its new responsibilities and justly enjoying the full confidence and support of the medical profession and of the community it serves."

Dr. Edward L. Young, Jr., expressed the gratitude of the hospital staff to all who helped to make the new building possible. He praised in particular the late Charles J. Nichols for his work in behalf of the hospital. He expressed also appreciation of the efforts of the board of trustees and of Miss Ladd, superintendent of the hospital.

"We of the staff have been given this monument," he said, "and we pledge ourselves to keep it untarnished, to make it serve the community around in the highest possible manner. We look to you and the hospital to supply the encouragement and material aid without which our efforts will be in vain."

Governor's Address

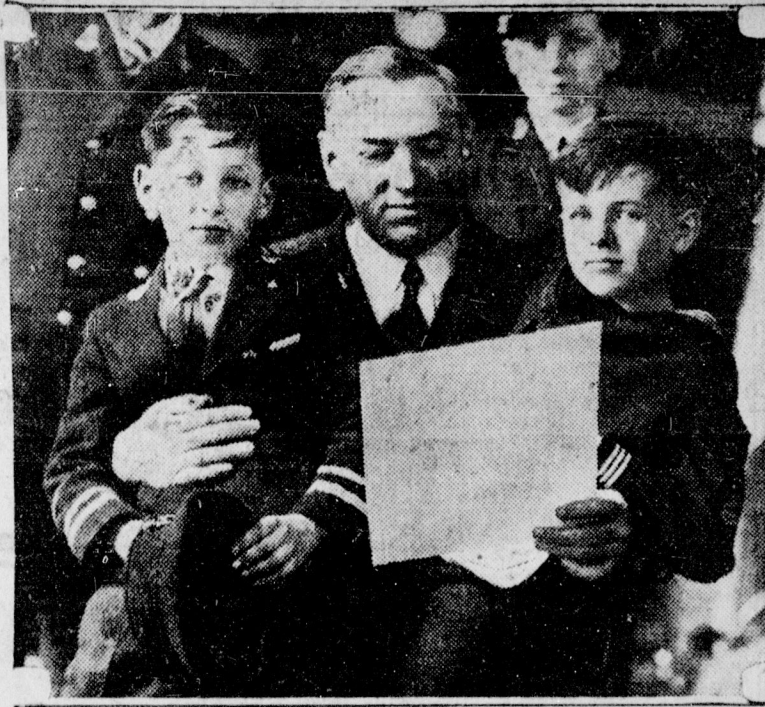
After extending the greetings of the Commonwealth, Governor Allen said: "This hospital is, of course, a monument to a fine example of the

doctor and as such it bears his name. It is well that this type of physician should be memorialized in an age when the general practitioner of the best type is so much needed. It is interesting to conjecture what Dr. Faulkner's vision of this hospital might have been, and, considering the advances in our professional and technical knowledge and the profound changes in hospital construction, to compare that vision with this result. Yet the spirit of service in his thoughts and not their objective form was the important matter and it is this spirit that you cherish as your heritage here.

"But, as you well realize, to offer every facility that present knowledge dictates as adjuncts to the skilful physician and surgeon, and to offer these in surroundings most favorable to the particular mental and physical need of the patient, is not enough if they are offered at a price quite out of reach of the sufferer's resources, or if they require such a financial demand upon him and his family that he may carry the economic scar for years to come. That, of course, is the great social medical enigma today. How can all our citizens get for themselves and for their families today the benefits of the rapid professional advances and have this, except in the case of the indigent, at a price commensurate with their income? In your single rooms and two-bed and four-bed wards I understand that you offer some accommodations at from \$3 to \$5.50 per day. When you compare this with the charges of modern hotels and consider how much more is demanded of the hospital than of the hotel, it is better realized what a contribution you are making at the present time."

TRAVELER 4/24/30

Junior Tars Visit Mayor



A group of United States Junior Naval Guards from New York city called on Mayor Curley at City Hall today. The boys sitting on the Mayor's lap are Seth Hoders, left, and Thomas Aronld. The Mayor ordered one of his assistant secretaries to take the young fellows out on a sightseeing bus and to give them lunch at the Wayside Inn at Sudbury.

FAVOR STATE LAND FOR AIRPORT USE

Redrafted Resolve Reported by Legislative Committee

The legislative committee on harbors and public lands yesterday reported a resolve authorizing the department of public works to lease portions of state-owned land in East Boston to the city of Boston for use in developing the airport.

The favorable report followed swiftly after the conclusion of a hearing on the measure at which Mayor Curley's spokesmen disclosed his plans for making the airport the finest in the coun-

try with the hope that the development of aviation will see Boston the chief port of entry for airplanes from foreign countries.

If the government can be persuaded to return Governor's island, that piece of harbor land will be made part of the airport. The plans would have it levelled off to care for the huge lighter-than-air craft as well as the large transport planes.

The resolve, introduced by Mayor Curley, had been redrafted after a conference among Curley, Gov. Allen and Frank E. Lyman, state commissioner of public works, and the committee was informed by Thomas H. Bilodeau, legislative agent for Boston, that the three parties to the conference were in agreement with the provisions of the measure.

William P. Long, park commissioner, outlined the mayor's two chief reasons for wanting to extend the airport to Governor's island. They are because of the investment of the city and private enterprises in the airport and to have efficient use made of the fill that will come from the tunnel in reclaiming the land necessary for the proposed development.

The committee also heard the bill of Representative William H. Hearn of East Boston providing that the public works department be authorized to lease out for a term of 60 years lands and flats belonging to the state in East Boston, including the airport property. The committee made no recommendation of this bill.

William J. McDonald, representing the Boston Port Development, favored the measure. He said that there are 50,000,000 feet of land behind the state property now shut off from any large industrial development.

CLOBE 4/24/30

THEATRE FIRE PREVENTION

Mayor Curley Sums Up the Necessary Steps

Theatre and movie house executives crowded the offices of Mayor Curley today at the conference regarding fire prevention in places of public assembly. It was decided that a committee representing the theatres and movie houses meet in conference with Fire Commissioner Edward F. McLaughlin and Building Commissioner Eugene Hultman, representing the city of Boston, and Fred J. Dempsey, vice president of the International Stage Employees' Union, and report in 30 days.

Mayor Curley summed up the situation when he said that all parties agreed that every reasonable precaution possible should be provided, applying principally to the stage; that the use of inflammable curtains and overpowering smoke producing curtains must end and that sprinklers be provided at least for the stage. "We will endeavor to see that the agreement is absolutely fair, but if it is not lived up, I will close you up," said the Mayor.

Building Commissioner Hultman referred to regulations in other cities and said that New York laws make all theatres use sprinklers; that in the Bronx laws are being framed to make everything fireproof. In Boston, Mr Hultman said, of 47 theatres, 10 have no sprinklers anywhere in the building. Theatres all have men on the stage to handle water curtains, etc, except one theatre, now a movie house. Several movie houses have no men on the stage for protection in case of fire or disaster.

Lee M. Freedman, attorney representing the Allied Theatres group, said his group was in hearty accord with the Mayor and wanted to cooperate, it being their first desire and interest to protect the theatre-going public. He told the Mayor that the Allied Theatres would be glad to appoint a representative to the committee.

Mayor Curley called the attention of the gathering to the moral code governing the stage promulgated by the city of Boston in 1915 and made necessary by "rotten" conditions; the same code had later been adopted throughout the country, he said.

The Mayor thought it would be a good idea for owners and managers of amusement houses to remember that code; that it was still in effect and barred profanity, muscle dancing, and bare legs on runways and displaying warts and birthmarks.

THE NEEDS OF THE AIRPORT

It is to be hoped that the Legislature will act favorably on the bill to provide for the extension of the Boston airport. Additional land and improvements are necessary before our airport can be ranked by the government as of the highest class. It is essential that we have a first class airport and the money to make it so will be well spent.

GLOBE 4/24/30

TRANSCRIPT 4/24/30

BUNKER HILL DAY CELEBRATION OFFICIALS APPOINTED BY MAYOR



SAMUEL SWANSON
Chief Marshal for Bunker Hill Day Parade

Samuel A. Swanson, 78 Lexington st, Charlestown, was appointed chief marshal of the Bunker Hill Day celebration in Charlestown, June 17, by Mayor Curley yesterday. At the same time the Mayor named Thomas A. Flaherty, 399 Bunker Hill st, Charlestown, chairman of celebration.

Swanson, when only 15, shipped on the Adriatic at New York, April, 1916, engaged in transportation of Canadian troops to Liverpool from Halifax.

On arrival in Liverpool he enlisted in the British Army, but when his true age was learned he was discharged and sent back to the United States.

Swanson arrived in this country in time to enlist for the Mexican border trouble. He joined Co H, 5th Massachusetts Volunteer Militia, in June, 1916. He served on the border until the troops were withdrawn.

During his service in Battery D, 101st Field Artillery, in the World War, Swanson had one of his most interesting and dramatic experiences. At the



THOMAS A. FLAHERTY
Chairman of Bunker Hill Day Celebration

battle of Chateau-Thierry, his baptism of fire, young Swanson met his father for the first time since the boy left home, more than two years before.

His service in the World War also sent him through the Mihiel and Meuse Argonne offensive. He returned to the United States after the signing of the armistice and received an honorable discharge at Camp Devens in April, 1919. He lives with his parents.

Flaherty joined the Army while a student at Boston College. When he was discharged from the service he entered the employ of the United States Public Health Service. When the Veterans' Bureau was instituted he was appointed a deputy property custodian, which position he now holds.

He is a member of the Bunker Hill Council, K. of C.; Bunker Hill Post, American Legion; Reade Amity Club, Federation of Federal Employees, and has served as a delegate from the Boston branch of the federation to the State convention. He is a graduate of St Francis de Sales School and Boston College High School. He is married.

If New York, Why Not Boston?

In one of the entrances from the Grand Central Station to the subway in New York city, it is possible to hear the shuffle of the feet of the multitude as they press forward to be compressed in the cars. It may be said that a straphanger is now able to hear himself think as he passes through the station. That it is an age of miracles has been demonstrated by the success of the turnstile without the clatter. The ear-splitting din made by the coin-catching devices has been succeeded by what may be likened to the purring of a kitten when stroked the right way. For practical purposes, it is sufficiently accurate to say that the noiseless turnstile has arrived. Seven of them are in operation at the Grand Central station. The Interborough company announces that it will include them in its standard equipment if they continue to prove successful in operation.

Explanation of the mechanism of the turnstile silencer is offered. There is mention of a fulcrum bracket, a rubber roller and a metal cam. It is of interest to know that "after the cross arm is moved off center the pendulum returns to a perpendicular position, thus enabling the rubber roller to engage with the cam on the next cross arm and thereby check its momentum." The few among the many who put the coins in the slot will understand and appreciate the explanation, but it is results not means that count with the multitude. However it is brought about, there is for them the blessed relief from one of the most annoying of the noises of a great city. There is diminution of the strain on tired nerves. The noiseless turnstile may be counted as an aid to bodily vigor as well as to peace of mind.

What happens in New York will be watched with interest in other cities. In Boston subways, the clatter of the turnstiles is heard even above the squealing of the wheels as the cars round the curves. If New York can have noiseless turnstiles, why not Boston?

HERALD 4/24/30

EDISON CONTRACT PROBE IS URGED

Hearing Counsel Charges Excessive Expenditure

The state department of public utilities was urged by Atty. Wycliffe C. Marshall to consider the 20-year contract between the Edison Electric Illuminating Company, and the New England Power Association before reaching a decision on the rate schedule sought by the Edison company.

This contract, he said, involves the expenditure of \$40,000,000 by the Edison company, and yet has not been ap-

proved by the public utilities department. A copy has been filed in connection with a transmission line hearing.

Marshall maintained that under the agreement the Edison company would purchase an amount of electricity which makes the average cost per kilowatt hour 1.35 cents, practically half a cent more than it costs the Edison company to generate the current by steam.

F. Manley Ives, counsel for the company, countered with the information that Marshall's figures failed to include fixed charges in making up the cost of generation. He pointed out that if the agreement had not been entered into his company would have been forced to build a new generation plant in Everett.

Marshall asserted that the company's public relations bureau expenses had increased \$37,000 in 1929 over the 1928 figure. He also entered into a detailed explanation of the rates expended for coal by the company during the last two years.

Mayor Curley to Plant Tree at Children's Museum

In celebration of Arbor Day, Saturday, Mayor Curley will plant a white birch tree near the Children's Museum in Olmstead Park, Jamaica Plain, at nine o'clock. Museum children and members of the staff will participate in the ceremony. The regular Museum bird walk is scheduled for eight Saturday morning and will be shortened in order that the group may be on hand for the tree planting. "Baby Song Birds at Meal Time," will be shown Saturday at 3. "Birds I have seen around Jamaica Pond" will be the subject of the Sunday afternoon illustrated talk at 3.39 by Mrs. Inez S. Harlow, former curator of Education at the museum.

GOODWIN AND LANE IN CLASH

Fin. Com. Head's Charges
of School Building Waste
Denied at Hearing -

GIRLS' CENTRAL HIGH FOUGHT BY CHAIRMAN

Chairman Frank A. Goodwin of the Boston finance commission aroused the ire of Richard J. Lane, chairman of the new Boston schoolhouse department, at a hearing yesterday before the legislative committee on municipal finance, when he charged that thousands of dollars have been wasted in poorly conceived school construction programs.

Lane entered a vigorous denial of the Goodwin criticism and defended the various school committees under fire, insisting that they were more entitled to commendation for their foresight in abandoning construction work as soon as they were convinced that their original plans should have been changed because of developments over which they had no control.

CHARGES IGNORANCE

Goodwin was discussing the proposal of the present school committee for a building program involving an expenditure of \$5,000,000. He insisted that the program should not be authorized if for no other reason than that the school committee "does not know what the program is all about."

He referred to the proposed new building for a girls' central high school to replace the school located on West Newton street and its annex on Massachusetts avenue. He said that the committee has shifted several times as to whether the school should be built and has changed the plans for rooms so that instead of a 16-room building, as was originally sought, the committee would construct a 50-room structure.

If the committee had the aid of an expert who could study the plans submitted by the board of apportionment, Goodwin believed that some benefit might result. Under present conditions, he maintained, the school committee turns over its plans to the schoolhouse department, the members of which are not equipped to pass on questions of increased accommodations.

DISTRICT CHANGING

He was opposed to the construction of the new girls' school because it is his opinion that the character of the district to be served is changing so rapidly as to make the erection of a large building unnecessary. Instead he would spend the \$1,400,000 in elementary schools or in improving the conditions relating to safety in the present buildings.

Lane immediately took the floor and said "I do not propose to let those statements go unchallenged. Instead of the school committees being criticized for extravagance they should be commended for their foresight in abandoning construction work after it becomes apparent to them that buildings should not be erected because of changes in population in the districts in which the schools were to have been constructed."

Lane also pointed out that the city actually has profited by the resale of land after school committees have fought it and subsequently decided that the site should not be employed for school purposes.

Joseph J. Hurley and Dr. Joseph V. Lyons, members of the school committee, also objected to Goodwin's comment.

CALLED UNSAFE

Both referred to the survey committee which recently declared that the girls' high school building is unsafe. Hurley's expressed opinion was that the building, if unsafe, should be abandoned.

Goodwin was not to be squelched by that argument. He proceeded to call attention to the report of an engineering firm which inspected the structure and found it safe. He objected to abandoning it lest the city lose the substantial amount of money invested in it.

Proceeding along that tack Goodwin criticized the educators who are prominent in the management of the schools, saying that they are not concerned about the amount of money expended. Expenditures, he disclosed, have mounted from \$7,000,000 to \$20,000,000 in the last few years. He made the suggestion that the time has come when the taxpayers as well as the educators must be considered.

If a girls' high school must be built, continued Goodwin, it should be located in Dorchester where the need for additional facilities is not disputed. He said that the propaganda for a new girls' school was instituted by a group of the alumnae and that the master of the school had gone to the fire department seeking to have the building condemned.

Senator Frank W. Osborne, chairman of the committee, indicated that the present building will be inspected by him and his associates. The hearing will be resumed this morning.

\$400,000 MORE FOR HUB SCHOOLS

The House of Representatives today, without debate, ordered to a third reading the annual Boston school maintenance appropriation bill. The bill was unanimously reported by the committee on municipal finance and allows the city of Boston 23 cents additional in the tax rate. This year it will allow \$7.20, which means the allowing of about \$400,000 more for school maintenance than last year.

CITY COUNCILMEN PAY BOOST URGED

The legislative committee on cities today voted unanimously to report favorably a bill to increase from \$1500 a year to \$2000 salaries of members of the Boston city council, and to have the bill subject to a referendum to the people of the city at the next state election. The report was in charge of Representative Crockwell of Medford, chairman of the House committee. It will be read into the House within the next day or two.

For a Class A1A Airport

All is ready now for the take-off. After one more short flight of time, Boston will have attained at last an airport of Class A1A. The legislative committee on harbors and public lands has reported a bill permitting enlargement of the East Boston field in conformity with the Department of Commerce requirements for No. 1 rating in size, and the final passage of this bill by the General Court should be swift and sure. Let no one imagine that Boston at present possesses an airport of top-notch rating, or anything like it. Despite all the strong gumption shown during the past ten years by the pioneers in this movement, and despite the very important improvements recently accomplished on the field itself, the truth is that if Boston were to apply to Washington today for a Government rating, Class A3B would be the best the city could get.

The first letter of the Department of Commerce code refers to general facilities provided for the safety and service of pilots and planes. For these Boston has entered the A class, with the new administration building carrying our airport, in this regard at least, far over the top. But in size it is only of Class 3. Its present total of only 165 acres leased from the State compares very weakly with Cleveland's airfield of over 1000 acres, Oakland's of 875 and Newark's of some 400. And the size of a landing field—permitting unobstructed approach and long runways for descent and ascent—is of course a vital factor in the field's safety, especially for use by large planes. The bill just reported in the General Court will permit the leasing of additional State land by the city to at least 200 acres—the minimum requirement for first-class size-rating, and legislative leaders should do all in their power to advance the bill to quick passage.

The moment the bill becomes law, and the leases are drawn, then, work can be begun at once to make the East Boston field ready for Class A1A rating in time for the major events of the Tercentenary celebration. Funds required for filling and grading the additional land have already been appropriated by the city. Moreover, the means now in hand will provide also for the further improvement of the field in respect to the third item of the Department of Commerce code, namely, facilities for night-lighting. In this regard the East Boston field has now only B rating. Of course it should be raised to A. Located at the eastern terminus of what is today the busiest and most prosperous of all regular passenger aviation land-lines in the nation, and occupying by all odds the most favorable site for entry of ship-to-shore mails from the Atlantic, Boston cannot afford to be content with anything less than the best of airports, nor to delay even by one unnecessary month such administration.

HERALD 4/24/30

CURLEY SEEKS ALLEN'S HELP

Mayor Protests Report by
Committee on His Build-
ing Program Bills

BITTER FIGHT IN LEGISLATURE LOOMS

Mayor Curley, disappointed and dissatisfied at and with the terms of the bills for his program of street construction and improvement as reported to the Legislature by the committee on municipal finance, yesterday went over the heads of the committee members and carried his fight for more suitable conditions to Gov. Allen and the Legislative leaders.

Accompanied by the members of his cabinet he registered a vigorous protest to President Bacon of the Senate and Speaker Saltonstall of the House and after stating his objections to them the conference adjourned to the executive chamber where it was resumed with Gov. Allen.

With the mayor at the two conferences were Corporation Counsel Samuel Silverman, Public Works Commissioner Joseph Rourke, City Auditor Rupert Carven and Thomas H. Bilodeau, his legislative counsel. More than an hour was passed in the deliberations.

BITTER FIGHT LOOMS

The attempt to seek the influence of the Governor, the president and speaker to overturn the report of the committee has aroused a spirit of resentment among several members of the committee who learned of the conferences last night and indications are that a bitter quarrel will result when the measures come before the Senate and then the House for action.

The committee members were none too cordial toward the mayor after having learned through submarine channels that he had protested to the Governor last week at the terms of the bill which authorized him to borrow \$1,000,000 for widening and repairing Linden Summer streets in South Boston.

The provisions of the bill included 9 per cent. in the tax rate and it was against this clause that Curley protested. There was no open attempt made to change the provision, however, and the bill passed through both branches of the Legislature and presently will come up for executive approval.

It had been held for two days in the House before being brought up for action, but meanwhile the sentiment of the committee on municipal finance was found to be opposed to any tampering with the measure.

Mayor Curley's objections to the new bills refer to the terms on which he is authorized to borrow \$6,000,000 in addition to the \$1,000,000 bill already passed.

In a long prepared statement he is said to have accused the committee

of making a political play to hamper his program for development of the city of Boston's streets. The committee members maintain that they merely attempted to prevent him from abandoning altogether the pay-as-you-go policy. They assert that for the last 12 years the streets have been constructed and maintained almost exclusively from the tax levy while they are willing to give him a five-year bond issue.

The mayor is reported as having told the Governor and the legislative leaders that the five-year bond issue recommended is absurd because streets paved under modern methods last from 20 to 30 years, making it obviously unfair to shoulder on present-day tax payers the benefits to future tax payers.

In answer to the criticism that he had made provision in his budget for only a \$250,000 outlay of expenditures for streets, he said that adding the proposed expense to the tax levy would boost the tax rate to an unreasonable figure. He pointed out that the present borrowing capacity is practically exhausted, slender provision now being made only for emergency measures.

The mayor's disappointment is keen because this is said to be the most desirable favor he had sought from the current Legislature, and instead of getting an asset he finds himself faced with the possibility of shouldering a liability.

The difference of opinion between the committee on municipal finance and the mayor is so wide that there seems to be little chance of having them compose their differences, and the result is certain to be a free-for-all fight in the Legislature. The measures were read in at yesterday's session of the Senate and consequently out of the control of the committee unless re-committed.

The committee members feel they have given the mayor practically everything that he wanted, but declined to give it to him on the terms on which he wanted it. The members feel that they have been sound because of their desire to keep as close as possible to the pay-as-you-go policy which they contend would be abandoned by long term bond issues.

The chief controversial bill reported was for reconstruction and repairing accepted streets with authority to issue \$2,000,000 in five-year bonds outside the debt limit with a provision that at least \$1,000,000 come from the current tax revenue to be expended in 1930 and in 1931.

The other bill is for laying out and constructing unaccepted streets and provides for the issuance of \$2,500,000 of 10-year bonds outside the debt limit with \$250,000 to come from the tax levy and \$500,000 of bonds inside the debt limit.

ONLY TWO ACCEPT CHARLES ST. AWARDS

Only two of the 12 owners of property which the city has taken to make possible the widening of Charles street and the construction of traffic circle at Cambridge and Charles streets and at Craigie bridge have officially accepted the awards of damages made by the street commission.

The Northern Realty Trust, through Dorothy McKissick trustee, owners of four parcels of property for which damages of \$106,636 were allowed, have accepted and have also filed a claim for the payment of \$5460 awarded to owners of Gilson place, whom the commission could not identify.

This claim has not been recognized and the claimants will be forced to establish their title to the land. The only other owner to accept the decision of the commission is George B. Dewson, trustee under the will of John L. Roberts, who has taken \$1000 for 133 square feet of land.

AMERICAN 4/24/30

MAYOR CURLEY TO PLANT TREE

In celebration of Arbor Day, Saturday, Mayor Curley will plant a white birch tree near the Children's Museum in Olmstead Park, Jamaica Plain, at 9 o'clock. Museum children and members of the museum staff will participate in the ceremony.

The regular museum bird walk is scheduled for 8 o'clock Saturday morning. The group will shorten its walk in order to be on hand for the tree planting.

"Baby Song Birds at Meal Time," a motion picture, will be shown on Saturday at 3 p. m. Admission is free. "Birds I Have Seen Around Jamaica Pond," is the subject of the Sunday afternoon illustrated talk at 3:30 by Mrs. Inez Scott Harlow, former curator of education at the museum.

GLOBE 4/24/30

TWO ACCEPT CHARLES ST WIDENING PRICES

\$107,636 Goes to Realty
Trust and Dewson

Owners of property to be taken for the widening of Charles st are beginning to announce their willingness to accept the prices set by the Street Commissioners.

Yesterday it was announced that two owners had accepted, the North-

ern Realty Trust and George B. Dewson, trustee under the will of John L. Roberts. The Northern Realty Trust claim on four pieces of property was settled for \$106,636, the release being given by Dorothy McKissick, trustee. Mr Dewson accepted \$1000 for 133 square feet of land.

There is a parcel of 5400 square feet on Gilson pl of which the city has no owner of record. It is said the parcel is claimed by the Northern Realty Company.

Where awards are accepted, owners are given 60 days by the city to remove the buildings.

There are 12 owners of the property involved in the widening, for which \$658,509 was set as the total price for awards.

POST 4/24/30

BOSTON PILGRIMS OFF FOR CARTHAGE

Ovation Is Given Departing Delegates to Eucharistic Congress as Liner Steams From Dock



GIVES CARDINAL'S GREETING TO PILGRIMS

Monsignor Francis A. Burke, secretary to Cardinal O'Connell, shown standing on the chair, giving the greetings of the prelate to the pilgrims departing on the pilgrimage to the Eucharistic Congress at Carthage. In the group are Mayor Curley and his son, George; Monsignor Joseph F. McGlinchey and J. C. Joseph Flamand, honorary French Consul at Boston. The picture was taken on the French liner Rochambeau.

With airplanes zooming overhead, dipping and saluting, two of the city's fireboats throwing great streams of water skyward, and a throng on the pier estimated to number 5000 cheering themselves hoarse and waving flags and handkerchiefs, the depart-

ure from here yesterday of the French Line steamer Rochambeau, carrying the Boston pilgrimage to the Eucharistic Congress at Carthage, was one of the most inspiring and colorful spectacles ever witnessed at this port.

CARDINAL ABSENT

The only drawback to the elaborate celebration was the absence of Cardinal O'Connell, who had been slated to lead the party to Europe. He sent word by his secretary, the Right Rev. Mgr. Francis A. Burke, chancellor of the archdiocese, that because of the volume of urgent work requiring his personal attention, he had to remain behind.

Mayor Curley was on hand to bid the liner Godspeed on behalf of the city; also expressed the hope that before long the French Line might see its way clear to making Boston a terminal cargo port. The Mayor, who was accompanied by his youngest son, George, was accorded a hearty reception, both on arrival and at the conclusion of his remarks. City Councillor Clement A. Norton, superintendent of Commonwealth Pier, presided, and introduced the speakers, who included beside Mayor Curley, Mgr. Burke, representing the Cardinal; Jean Tillier, assistant general manager of the French Line at New York, and J. C. Joseph Flamand, honorary consul of France here. Both the Mayor and Mr. Norton in their remarks paid a high tribute to Rochambeau, the French patriot, for his devotion and assistance to the American Revolutionary cause.

Debar at Tunis

The pilgrimage is under the joint charge of Mgr. Burke and Mgr. Joseph F. McGlinchey of Lynn, dean of the Essex County clergy. The members will journey to Tunis, where they will debar, travelling inland to the ancient city of Carthage, scene of this year's Eucharistic Congress. Afterwards they will visit Rome, where an audience with Pope Pius XI. has been arranged. Later they will go to Oberammergau to witness the "Passion Play." Lourdes and Liseuz, with their famous shrines, are also on the itinerary. Some of the passengers will go on independent sight-seeing tours to Ireland and elsewhere, to reassemble in Havre, France, in time to embark on the Rochambeau for the homeward voyage, May 24, with arrival back in New York scheduled for June 1.

All told, the liner carried 450 passengers, of whom 150 were embarked here, with clergy and laity from nearly every parish in Greater Boston. The rest were drawn from the dioceses of Washington, New York, Trenton and Newark, N. J.

GLOBE 4/24/30

SCHOOL COSTS MOST IN GREATER BOSTON AREA

Eight of the 10 communities of 5000 or more population that rank highest in expenditures per pupils for support of public schools, exclusive of capital outlays, in this State, are in Metropolitan Boston, the Civic Bureau of the Boston Chamber of Commerce says in a bulletin.

The names of the leading communities and the amounts are taken from a tabulation of school returns for the school year ended June 30, 1929, recently published by the State Department of Education.

In the order of their rank the communities and amounts are: Wellesley, \$146.73, first; Brookline, \$134.33, second; Springfield, \$123.59, third; Boston, \$118.44, fourth; Newton, \$118.13, fifth; Concord, \$117.12, sixth; Waltham, \$115.14, seventh; Reading, \$114.97, eighth; Cambridge, \$114.21, ninth; Canton, \$111.81, tenth.

Post 4/24/30

LANE AND GOODWIN IN CLASH

Row Over Building of Schools and Money Waste

The controversy between the Boston school committee and Chairman Frank A. Goodwin of the Finance Commission over the construction of new school houses broke out afresh before the legislative committee on municipal finance yesterday, and Goodwin's charges of alleged waste of money in the past brought him into a sharp clash with Richard J. Lane, former school committee member and now chairman of the Board of School House Commissioners.

SEES CITY WASTE

Goodwin had directed his criticism at previous action by the school committee in abandoning construction work after sites had been selected, and thus wasting city money. Lane declared:

"I don't propose to let his statements stand unchallenged. Instead of being criticised for extravagance, the school committee should be commended for foresight in abandoning construction work after it became apparent that buildings should not be erected, because of changes in population in the districts."

Lane contended that in many instances the city has actually made money by the re-sale of land after the school committee bought it and later decided that the site would not be good for school purposes.

The hearing developed also a marked difference of opinion between Goodwin and the school committee over the proposed construction of a new building to replace the present girls' high school on West Newton street and its annex on Washington avenue. The chairman of the Finance Commission was strongly of the opinion that a new building there was not necessary at present. While Chairman Joseph J. Hurley and Dr. Joseph V. Lyons of school committee were as strongly in favor of a new building.

The municipal finance committee was considering the bill for loans for school-house construction. The original bill called for a bond issue of \$15,000,000 for a five-year programme of schoolhouse construction. By the time the hearing opened yesterday both the members of the school committee and Goodwin had tried to reach an agreement upon an expenditure of something like \$5,000,000, but the disagreement over the proposed girls' high school building threw the whole situation pretty much into the air again, with the result that the municipal finance committee will have to have further conferences and perhaps more hearings before reaching a decision in the matter.

MAYOR TO FIGHT FOR LOAN BILLS

Sees Governor About Cutting Down of Bond Limit

Dissatisfied with the terms of street improvement loan bills reported by the legislative committee on municipal finance, Mayor Curley carried his fight in person to the State House yesterday and put it up to Governor Allen and the presiding officers of the Senate and House to give him legislative authority to borrow \$3,000,000 for repaving of old streets and \$3,000,000 for construction of new streets, all of the money to be borrowed outside the debt limit, the repaving bonds to run for 10 years and the new construction bonds to be for 15 years.

LIMITED BY REPORT

The bill reported by the committee on municipal finance for reconstruction would require the city to take \$1,000,000 for each of the years 1930 and 1931 out of the tax levy and other current revenue, at the same time allowing \$2,000,000 to be borrowed for this purpose outside the debt limit.

The committee's bill for new construction allows a borrowing of \$2,500,000 outside the debt limit and would require that \$500,000 be borrowed inside the debt limit.

The reconstruction bill of the committee would have the bonds run for only five years and the new construction bill would allow only 10-year bonds.

The Mayor was accompanied to the State House by City Auditor Rupert Carven, Commissioner of Public Works Joseph A. Rourke and Thomas H. Blodeau of the city law department. They conferred with President Bacon of the Senate, Speaker Saltonstall of the House and later with Governor Allen. The conference lasted for more than an hour, and at their conclusion none of the men concerned would make any comment, except that the street loans were considered.

Will Fight to Finish

It was learned last night, however, that the Mayor is prepared to fight to the limit for authority to borrow all of the money outside the debt limit, except for the provision which the Legislature has required in all such matters in recent years that 10 per cent of the amount borrowed in any year shall be taken from the tax levy of that year, and that he will insist upon longer term bonds than the committee was willing to allow him.

Following the conferences with the Mayor and other city officials, however,

Governor Allen spent considerable time in his office going over the situation with Senator Frank W. Osborne of Lynn and Representative George P. Anderson of Boston, Senate and House chairmen of the municipal finance committee. Neither of the legislators would indicate what happened at the conference.

It is known, however, that a majority of the committee on municipal finance takes the position that the poor condition of Boston's streets is the result of neglect in recent years to put into the city's tax levy an adequate amount of money for repair and repaving of streets.

Both bills are on the calendar for action in the Senate today. In view of the controversy which has come over them, it is possible that action may be postponed in order to enable the warring factions to get together.

GLOBE 4/24/30

MAYOR TAKES LOAN QUESTION TO ALLEN

Conference Includes Also Bacon and Saltonstall

Mayor James M. Curley, with Corporation Counsel Samuel Silverman, Thomas H. Blodeau, Legislative counsel for the city; Rupert H. Carven, city auditor, and Joseph Rourke, Public Works Commissioner, at the State House yesterday held a conference with Pres Gaspar G. Bacon and Speaker Leverett Saltonstall, and later the group called on Gov Allen to discuss the pending Boston street improvement bills.

It is understood that Mayor Curley is not satisfied with the bills. He desires permission to borrow the whole amount, \$6,000,000, outside the debt limit, and also to have the loans run for longer periods than the bills permit.

COMMITTEE FAVORS LEASE OF MORE LAND FOR AIRPORT

The Legislative Committee on Harbors and Public Lands yesterday afternoon reported the resolve authorizing the State Department of Public Works to lease from time to time to the city of Boston for airport purposes additional land of the State in East Boston. Earlier in the day a hearing had been held on the measure.

PROPOSES WEYMOUTH PAY COST OF SEWER CONNECTION

With a suggestion that the town of Weymouth confer with the Metropolitan District Commission regarding certain provisions of the bill to permit that town to become a part of the South Metropolitan Sewerage District, the hearing on the measure came to an end yesterday before the Legislative Committee on Metropolitan Affairs.

Thomas H. Blodeau, Legislative agent for the city of Boston, spoke for the bill, saying that Boston favors the inclusion of Weymouth, but feels that the town should pay all the cost and that there should be no limitation provision.

SOLONS IN ASSAULT ON THE MAYOR

Resent "Attempt to Dictate" on City Measures

BY ROBERT T. BRADY

The controversy between Mayor Curley and the legislative committee on municipal finance over the manner by which the city may expend some \$6,000,000 for repaving of old streets and construction of new ones reached the heated stage yesterday, with members of the Legislature showing their teeth to the Mayor for the first time at this session.

EFFORT TO DICTATE

Resentment at what they regard as Curley's effort to dictate what they should do in the matter of allowing Boston exemptions from the general laws regulating municipal expenditures caused members of the House of Representatives to indulge in warm attacks upon the Mayor during debate on a minor bill affecting the city's right to appropriate money for conventions and for the entertainment of distinguished guests.

At the same time, the committee on municipal finance, special object of criticism by the Mayor, discussed for some time yesterday the advisability of requesting a report from the finance commission as to the awards of contracts and the durability records of Warrenite-Bitulithic street paving installed during the last Curley administration, which was the subject of drastic criticism by the finance commission in 1923.

"Who is this Mayor of Boston," asked Representative Dexter A. Snow of Westfield, "who is bigger than the Legislature? I am sick and tired of having someone running up to me every 15 minutes and say a bill is unsatisfactory to the Mayor of Boston. Why should every bill touching Boston have to be given the approval of the Mayor before its passage? Let's get down to business and act upon measures according to our own judgement, without talking about the Mayor of Boston being dissatisfied."

Shattuck Against Change

Snow is a member of the committee on municipal finance and he was speaking in opposition to an amendment which would increase from \$75,000 to approximately \$100,000 the amount of money which Boston might appropriate annually for entertainment of guests.

During the debate, Corporation Counsel Samuel Silverman and Thomas H.

Blodeau, who looks after Boston matters as legislative agent for the city, were in the House lobby talking with members of the House about the pending bill and the street loan measures. It has been said on the floor of the House that Mayor Curley wanted the appropriation increased to \$100,000.

Representative Henry L. Shattuck opposed the increase and said:

"I see no reason why the House should obey the ukase of some person outside this body. I believe the bill reported by the committee on municipal finance has made liberal and generous allowance for such expenditures by the city and that it should be passed as reported."

Representative Daniel J. Coakley of Chicopee, also a member of the municipal finance committee, then took a fling at the activities of the Boston officials.

"Mere Rubber Stamp"

"The question is not what is done with this bill," said Coakley, "but what move will be made on some other bill which will come in here in a few days. If this attack upon the committee's action succeeds, then they will try to defeat the committee on the other measures. It is not a matter where someone's interest is at stake, but whether the committee on municipal finance is to act merely as a rubber stamp."

Representative John Halliwell of New Bedford, who has been longer on the municipal finance committee than any other member, said that he believed Mayor Curley knew nothing about the amendment until it was put up to him by one of his legal department and that then the Mayor agreed to it.

The amendment proposed by the city authorities was rejected by an almost unanimous voice vote and the bill with its \$75,000 limit was ordered to a third reading.

It was learned that the meeting of the committee on municipal finance yesterday, when it went over the street loan bills again, was marked by sharp criticism of the Mayor and resentment of his going to the Governor, the President of the Senate and the Speaker of the House, Wednesday, in an effort to force an agreement that he should be given the right to borrow the \$6,000,000 for reconstruction of old streets and the construction of new ones outside the debt limit and for longer-term bond issues than were recommended by the committee.

No Intent to Shift

The sessions of the committee yesterday showed not the slightest inclination on the part of the majority to change their report in any respect. They insist that while a part of the money may be borrowed outside the debt limit, there is no reason why the Mayor should not raise a considerable part of the money either inside the debt limit or from current revenue.

The impression of most of the leaders in the Senate and House is that the committee was liberal enough in allowing the Mayor authority to borrow at all for repaving of old streets, and the prevailing impression is that the present bad condition of Boston's streets is due in large part to the failure of previous administrations, going back into Curley's former incumbency, to make adequate annual provisions for repaving. However, the committee did recommend that \$2,000,000 might be borrowed outside the debt limit on five-year bonds, but that \$1,000,000 of the additional money should be taken from the tax levy this year and a like amount next year. The Mayor is holding out for authority to borrow all of this money outside the debt limit on 10-year bonds.

Want Paving Report

On the bill for new construction, the committee recommended that the city be authorized to borrow \$2,500,000 outside the debt limit and \$500,000 inside the debt limit on 10-year bonds. The Mayor wants to borrow all of the \$3,000,000 outside the debt limit on 15-year bonds.

The committee will hold no further meeting on this matter until Monday, but the indications yesterday were that a majority will stick to the recommendations already made and refuse to adhere to the Mayor's demands.

TAKE CITY OFFERS ON PROPERTY

Owners of 5 Parcels Finally Reach Agreement

Following Mayor Curley's order requiring property owners to go to court if dissatisfied with the city awards in land damage takings, owners of five parcels of property, which will be taken in the \$1,000,000 widening of Charles street appeared yesterday at City Hall and agreed to accept the official awards amounting to \$107,636.

REALTY TRUST ACCEPTS

The Northern Realty Trust, the second largest owner in the taking, agreed to accept \$105,636 awarded by the city board of street commissioners for the 7048 square feet of land and buildings at Cambridge street, between Charles and West Cedar streets, below the elevated structure of the Cambridge tunnel.

But Dorothy McKissick, signing the acceptance in the name of the trust, announced that the Northern Realty leaders would seek also to prove their claim to \$5460, awarded for 455 feet of land in Gilson place. For years, the property has been listed as "owners unknown" and Corporation Counsel Samuel Silverman stated that before the money can leave the city treasury, the claimants will be forced to prove unqualifiedly their title to the little strip.

Representing the fifth parcel to be taken in the widening, George B. Dawson, trustee under the will of John L. Roberts, also agreed to accept the award of \$1000 for 133 square feet of land in a private way between 331 and 335 Cambridge street.

The titles to the property are being checked up at the registry of deeds by a corps of conveyancers, working under orders of Corporation Counsel Silverman and when the work is completed in a couple of weeks, the money in the city treasury will be paid out.

TRANSCRIPT 4/24/30
Curley Appeals to Allen
in Fight on Street Bills

Mayor Curley late yesterday went before Governor Allen, President Bacon of the Senate and Speaker Saltonstall of the House in his fight for better terms in street improvement loan bills than have been given him in measures reported by the legislative Committee on Municipal Finance. The mayor still insists on legislation authorizing the city to borrow \$3,000,000 for repaving of old streets and \$3,000,000 for construction of new streets, all of the money to be borrowed outside the debt limit, the repaving bonds to run for ten years and the new construction bonds to be for fifteen years.

The measure reported by the committee for reconstruction would require the city to take \$1,000,000 for each of the years 1930 and 1931 out of the tax levy and other current revenue, at the same time allowing \$2,000,000 to be borrowed for this purpose outside the debt limit.

The bill for new construction allows borrowing of \$2,000,000 outside the debt limit and would require that \$500,000 be borrowed inside the debt limit, with \$250,000 to come from the tax levy. The reconstruction bill of the committee would have the bonds run for only five years and the new construction measure would allow only ten-year bonds.

The mayor is reported as having told the governor and the legislative leaders that the five-year bond issue recommended is absurd because streets paved under modern methods last from twenty to thirty years, making it obviously unfair to shoulder on present-day taxpayers the benefits to future taxpayers. In answer to the criticism that he had made provision in his budget for only a \$250,000 outlay of expenditures for streets, he said that adding the proposed expense to the tax levy would boost the tax rate to an unreasonable figure. He pointed out that the present borrowing capacity is practically exhausted, slender provision now being made only for emergency measures.

The committee members take the position that they have given the mayor practically everything that he wanted, but declined to give it to him on the terms on which he wanted it. The members feel that they have been sound because of their desire to keep as close as possible to the pay-as-you-go policy which they contend would be abandoned by long-term bond issues.

The measures are on the Senate calendar now, but in view of the controversy it is likely that action will be delayed in an attempt to reconcile the differences of both sides.

Accept Awards for
West End Property

Owners of five parcels of property which will be taken in the \$1,000,000 widening of Charles street have already accepted the official awards. The Northern Realty Trust was awarded \$106,636 for the 7048 square feet of land and buildings on Cambridge street, between Charles and West Cedar streets, and will seek to prove its claim to \$5460 awarded for 455 square feet of land in Gilson place, the owners of which have been listed as unknown. Representing the fifth parcel, George B. Dewson, trustee under the will of John L. Roberts, accepts the award of \$1000 for 133 square feet of land in a private way between 331 and 335 Cambridge street.

TRAVELER 4/24/30
GOODWIN AGAIN
ATTACKS LANE

Charges Orgy of Spending
When Latter Headed
School Committee

Their heated debate over the Boston school expenditures which they began yesterday was continued today by Chairman Frank A. Goodwin of the Boston finance commission and Chairman Richard J. Lane of the schoolhouse department when they again appeared at a hearing in the State House before the legislative committee on municipal finance.

ORGY OF SPENDING

Goodwin charged that an "orgy of spending" on the part of the school committee reached its peak in 1923, when Lane was chairman of the board. Having prefaced his remarks with the statement that the finance commission was not antagonistic to the school committee or the schoolhouse department, Goodwin said that all the commission is looking out for is that all expenditures are "honestly made." One group is being forgotten, he said, the taxpayer.

Lane jumped up and in reply said that "I don't quite like the idea of accusing me of being responsible for all the extravagancies of the school committee. I think it was bad form to single my name out. I would like to debate the matter with him, but this is no place to do that. The trouble today is, a lot of people are looking for publicity and notoriety who are dabbling in things they don't know anything about."

DEFENDS LANE

Mrs. Elizabeth Pigeon, member of the school committee, declared she resented any such criticism directed at Mr. Lane and praised him as "one of the ablest men we have ever had."

Goodwin, in reply, said he did not intend any attack on any member of the school committee, that he only said money has been spent extravagantly and that only now they are starting to remedy the situation.

GR 013E 4/24/30
COMPLAINT IS FILED
FOR PORT OF BOSTON

New York Central Rates
Here Are Protested
Preference to New York Charged in
Appeal to Commerce Board

A formal complaint has been filed with the Interstate Commerce Commission by the City of Boston and the Boston Port Authority against the New York Central Railroad Company and others, including 70 other transportation companies, seeking a readjustment of rates comparable with those charged at other ports where accessorial services are performed free and to provide lower rates at Boston where a lesser service is performed by the defendants.

The complaint sets forth that these defendants give undue and unreasonable preference and advantage to the city of New York, Port of New York and the various ports of the State and to the various ports of New Jersey, where allowances are made in the rate for service, such as lighterage, car floatage and trucking service, which are not performed by the common carriers—gratis—at Boston and for which no special allowance is made in the rate. This puts Boston at a disadvantage and is in violation of section 3 of the Interstate Commerce act, the complaint states.

Also the complaint sets forth that by assuming and bearing the cost and expense of lightering, car floatage, loading and unloading and transferring certain shipments of property and by giving allowances as compensation for such services at New York Harbor and by giving allowances out of the rate as compensation for trucking shipments by means of motor trucks on public streets and highways to and from inland stations, off-track stations and private premises of shippers, the defendants charge less compensation for interstate transportation of property to and from New York than they charge for like service from points in Boston, in violation of section 2 of the Interstate Commerce act.

The complaint is signed by Mayor James M. Curley, Guy W. Currier, chairman of the Port Authority; Samuel Silverman, corporation counsel, and Johnston B. Campbell, an attorney at Washington. The 70 defendants are named in an appendix.

TRANSCRIPT 4/25/30
Asks Right for El
Busses to Fish Pier

H. Ware Barnum, counsel for the trustees of the Boston Elevated, appeared yesterday afternoon before the Public Utilities Commission to support the road's petition for authority to operate busses from the South Station to the Army Base and from Atlantic ave-

nue to the Fish Pier.

He said he was carrying out the wishes of Mayor Curley in co-ordination of bus service with rapid transit facilities. Pointing out that bus service over these routes is now being furnished by the Rawding Bus Lines, Barnum said that, at the suggestion of the Mayor, the company has entered an agreement with the Rawding concern to take over the latter's routes.

GLOBE 4/25/30

Curley Denies Dictating Charge

MAYOR REPLIES TO LEGISLATURE

Says He Refrained From Urging Major Measures

Reports of resentment expressed in the Legislature yesterday at what legislators regarded as an effort on the part of Mayor Curley to dictate what the legislators should do concerning Boston municipal affairs was followed today by a letter from Mayor Curley to Hon Leverett Saltonstall, Speaker of the House of Representatives.

The Mayor, in the lengthy communication, denied any attempt to influence committees or members of that body, with reference to legislation affecting the City of Boston. He declared he had attended the Legislature but seven times, three on invitation, and refrained on other occasions, not because precedent or law dictated that he be denied the right of any citizen, but because of the importance attached to the major measures in which he was interested.

He referred to enjoying friendly relations with the Governor, Speaker of the House and president of the Senate and declared that it is unfortunate that any member of the Legislature should take offense because he consulted Gov Allen, Speaker Saltonstall and Pres Gaspar Bacon of the Senate. Mayor Curley went on to say that he knew of no right as a citizen that was forfeited by him on becoming Mayor of Boston and is inclined to believe that members of the Legislature will concur in this conclusion.

The statement in full is as follows:

Names Visits to House

"The account relative to debate at the session of the Legislature upon Thursday, April 24, would indicate that I, as Mayor of Boston, have been endeavoring to dictate the programs

and policies of the Legislative committees. It has been further contended that I have sought to influence action of individual members of the Legislature and of committees with reference to legislation affecting the city of Boston and that I have become obnoxious because of frequent trips to the State House in behalf of the people of Boston. I believe it but fair to direct the facts in the case to your attention in view of my past experience with the Legislature which I have found, when in possession of all the facts, invariably just and, not infrequently, generous.

CURLEY CUP GAME AT NORTH BRIGHTON

The James M. Curley Cup game between Charlestown Hibbs and Bird & Son of East Walpole will be played at North Brighton Sunday. This clash is the third between the outfits and the winners will go into the semifinal.

Secretary Black of the Massachusetts State League states the game at Worcester between Whittalls and Fore River will determine whether the Shipbuilders go into the playoff series against the Lucy Recs.

OSBORNE KNOWS OF NO CONFERENCE WITH CURLEY

"I have no knowledge of any proposed conference between Mayor Curley, Representative George P. Anderson and myself," said Senator Frank W. Osborne of Lynn, Senate chairman of the Legislative Committee on Municipal Finance, in a statement issued this afternoon.

"The Committee on Municipal Finance has concluded its hearings on the Boston street-paving bills," the statement continues. "I understand, however, that hearings have been resumed before the Governor, with the Mayor apparently laboring under the misapprehension that the bills had reached the executive chamber for consideration."

TRANSCRIPT 4/25/30 Sees Special Urge in May 1 Loyalty

Mayor Curley has issued a proclamation suggesting that May 1, the one hundred and eighth anniversary of the organization of the first City Government be made a special subject of observance in the schools and that the Boston city flag be displayed with the Stars and Stripes. The proclamation reads:

"The one hundred and eighth anniversary of the organization of Boston's first City Government occurs May 1 and marks the close of 108 years of wonderful material expansion, commercial development, human increase and spiritual growth, stimulating to our pride as citizens of a great city and constituting an incentive to labor for a future as glorious as the past has been honorable.

"May 1 will be a notable occasion in this tercentenary year of 1930 by the display of our civic emblem, the flag of Boston, alongside of Old Glory, that our citizens may thus make these flags the symbols of their loyalty to the Constitution and the law, an evidence of their devotion to the principles of American government and an expression of their love for the city of their homes.

"I suggest that the day be made a special subject of observance in the schools; that the story of Boston, its share in the establishment and maintenance of the republic and American liberty and its place in American history be emphasized that our children may be impressed with the nobility of patriotism and the worth of nationalism to the end that the spurious virtues and illusory values of factitious pacifism and insidious internationalism may be obliterated from their young minds, and the duty and dignity of loyalty, allegiance and service to America and Americanism may be stamped on their souls.

"I emphasize these things on May 1 in view of the vicious propaganda that aims to color the impressionable mind of youth and poison the soul and sap the solidarity of the nation at its source.

"I ask that the keynote of the celebration May 1 be loyalty to America and its principles; loyalty to Boston and its splendid traditions; loyalty to the teaching and conduct that make for a contented city, a peaceful community and a united, harmonious people."

Boston Forging Ahead

ENCOURAGED by the support of the Boston Traveler, the legislative committee on harbors and public lands has reported favorably a resolve that means that Boston will probably at last have an airport instead of a mere second-rate lying field. The bill is to lease to the city land adjacent to the lying field at East Boston.

This means much to Boston. It means dollars and cents for the city. It means that Boston may soon become one of the most important airports of the western hemisphere. This is no local boast, no provincial dream. Boston is the eastern terminus of the transcontinental airway, radio-beamed and lighthouse charted. It is the nearest big port to Europe and we have now in operation equipment to direct path-pointing radio beams for flights of planes from liners to shore.

Mayor Curley intends to make ours the finest airport possible. There will be ample facilities for land planes, water planes and dirigibles. The bill just reported favorably was introduced by him. The mayor is still after the U. S. government to let us have Governor's island as a part of our airport. He has the support of many state, city and national officials.

When the port is made into a first-class one and the tunnel to East Boston is completed, watch for big doings in the air.

GOODWIN DENIES "SCHOOL PLOT"

**Calls Lyon's Charge State
to Run Boston Dept.
"Ridiculous"**

Chairman Frank A. Goodwin of the finance commission issued the following statement today, answering the charge of School Committeeman Lyons that there is a plot to have the commonwealth take over the schools of Boston:

"The statement of Dr. Lyons that there is a plot to have the state take over the schools of Boston is too ridiculous to answer. The only quarrel between the school committee and the finance commission is that the former wishes to spend \$1,700,000 to build a new girls' high school, while the finance commission believes that that money should be spent to replace portables and old and unsafe buildings for smaller children.

"Dr. Lyons certainly has his nerve with him when he addresses an audience made up of parents of children now housed in portables and tells them that any one is at fault but the school committee.

"School costs have jumped from \$7,495,000 to \$20,307,000 in 10 years; millions for shops, swimming pools, theatres, libraries, hot houses, machinery and abandoned school sites, while thousands of small children are still in portables and unsafe buildings."

CURLEY DEFENDS PLEA TO ALLEN

**Mayor Cites How Legisla-
tive Delay Is Keeping
Men Out of Work**

Mayor Curley today defended, in a lengthy communication to Speaker Saltonstall of the House, his right, as a citizen, to consult the Governor, the president of the Senate or the speaker of the House about legislative matters.

His answer to the attacks made by members of the House yesterday was far more conciliatory than had been anticipated, and was a presentation of what the mayor considered to be justifiable action in his appearances before legislative committees.

DELAYS EMPLOYMENT

The one phase of the statement which directly criticised legislators was the declaration that the dilatory tactics of the committee on municipal finance in the refusing to make prompt report of the bill asking for authority to borrow \$10,000,000 for street purposes, had prevented the providing of employment to a large number of men who are now receiving aid from the welfare department.

Mayor Curley resented the charge that he had become "obnoxious" to the Legislature and that he had sought to be a dictator. He enumerated the purpose of his seven visits to the State House since his inauguration and asserted that he had "refrained from appearing except where, in my opinion, pending legislation was vital to the welfare of Boston and its people."

HIS SEVEN VISITS

He designated the bill for the exten-

sion of the airport, the bill for a study of the need of a grain elevator at South Boston, the bill for the extension of the Boylston street subway beyond Governor square, the bill to suspend civil service laws so as to make possible the employment of men with large numbers of dependents without regard to civil service eligibility, the bill to allow Boston to determine its own tax limit, the bill increasing the appropriation for sewerage works, bills for widening of Summer and L streets and Dorchester avenue, the bill to allow municipalities to spend money for entertainment of visitors, and the bill for the \$10,000,000 street loan as the matters upon which he has appeared before committee.

PENDING SINCE JANUARY

"This most necessary measure of legislation," he added, "was filed in January and a committee hearing was held Feb. 26, and notwithstanding the unprecedented drain upon the public welfare department, the soldiers' relief department and every character of public and private charitable agency due to unemployment in metropolitan Boston, estimated at 70,000 persons seeking work, to the present time no final action has been taken by the committee."

"I have never attempted to dictate policy of program of the Legislature, for the very excellent reason that a majority of the membership represents a political party other than that of which I am a member, and have based the legislation presented by me purely upon merit. Responsibility for the street construction program, so necessary to every individual using the streets of Boston and to the great army of the unemployed, rests not with me, but with the committee on municipal finance and the state Legislature.

STILL CHERISHES HOPE

"I have enjoyed during my term as mayor friendly relations with the Governor of the commonwealth, Hon. Frank G. Allen; with the president of the Senate, Hon. Gaspar G. Bacon, and with the speaker of the House, Hon. Leverett Saltonstall, whom I recognize as the representatives of the entire citizenship of Massachusetts."

"I have a profound appreciation of the responsibility that is theirs, due in large measure to an industrial depression that is in no sense local, rather that it is world-wide, and in the presentation of the street construction program with its possibilities for the relief of unemployment, I assumed I had also the confidence and support, not only of the committee on municipal finance but of the Legislature in both branches; notwithstanding the outburst upon Thursday I still cherish that hope.

"It is unfortunate that any member of the Legislature should take offence because I have consulted the Governor, or the president of the Senate, or the speaker of the House. Frankly, I know of no right as a citizen that is forfeited by me when I assume the office of mayor and upon reflection I am inclined to believe that the members of the Legislature will concur in this conclusion."

Curley Urges Patriotic Exercises May Day to Combat Communists

To combat the preaching of internationalism on May 1, which is not only the 108th anniversary of the organization of Boston's first city government, but the day chosen by communists, pacifists and internationalists for demonstrations of various kinds, Mayor Curley plans to have the school teachers talk on the "Nobility of Patriotism and the Worth of Nationalism."

In a proclamation yesterday, calling attention to the significance of May 1, the mayor asked for a celebration based on "loyalty to America and its principles; loyalty to Boston and its splendid traditions and loyalty to the teaching and the conduct that make for a contented city, a peaceful community and a united, harmonious people."

MAYOR'S PROCLAMATION

In his appeal for city-wide recognition of the day, Mayor Curley made this proclamation:

The 108th anniversary of the organization of Boston's first city government occurs May 1 and marks the close of 108 years of wonderful material expansion, commercial development, human increase and spiritual growth, stimulating to our pride as citizens of a great city and constituting an incentive to labor for a future as glorious as the past has been honorable.

May 1 will be a notable occasion in this tercentenary year of 1930 by the display of our civic emblem, the flag of Boston, alongside of Old Glory, that our citizens may thus make these flags the symbols of their loyalty to the constitution and the law, an evidence of their devotion to the principles of American government and an expression of their love for the city of their homes.

I suggest that the day be made a special subject for observance in the schools; that the story of Boston, its share in the establishment and maintenance of the republic and American liberty and its place in American history be emphasized that our children may be impressed with the nobility of patriotism and the worth of nationalism to the end that the spurious virtues and illusory values of fictitious pacifism and insidious internationalism may be obliterated from their young minds and the duty and dignity of loyalty, allegiance and service to America and Americanism may be stamped on their souls. I emphasize these things on May 1, in view of the vicious propaganda that aims to color the impressionable mind of youth and poison the soul and sap the solidarity of the nation at its source.

against action has to do with the financing of this projected improvement, and nobody yet has come out into the open to enforce the argument. That matter stands thus: The construction cost is placed at \$3,000,000. The annual rental at 4½ per cent. would make a fixed charge of \$135,000. If the Elevated should not earn enough to cover this rental, the unearned part would be borne in the first instance by the metropolitan transit district, which in turn would assess it upon the cities and towns of the district.

And here we reach the politics of the situation. The members of the General Court wish to keep down the tax rates in their respective districts. That is a laudable ambition, but how would this \$135,000 liability affect these rates if the entire amount should be charged against the fourteen communities which make up the transit district? Far more than half of it would be shouldered by the city of Boston proper, \$86,305. Mayor Curley has even said he would be willing to have Boston carry more than its fair share, if necessary, in order to obtain action at once.

The next largest quota would fall upon Cambridge, \$8361; this means that the total direct tax of Cambridge, for instance, might have been in 1929 \$6,171,381 instead of \$6,163,000 as it actually was. That addition might make a difference of a few cents in the payment of the taxpayer. Revere would have had to add \$1744 to its total tax of \$1,588,000. Belmont's share would have been \$1517, Chelsea's \$2700, Malden's \$3005, Milton's \$1620, and so on.

There is nothing to that financial argument. Why should not the cities and towns of the transit district bear a share of this expense? Everybody had to pay under the public control act of 1918; everybody ought to pay now. The Elevated is not simply a Boston system; it is a metropolitan system. The motor cars that clog Governor square come from all over the region. The trolley congestion there is reflected, of course, in the crush at Park street terminal; relieve it and we improve the rapid transit facilities of every town and city from which cars run to Park street—which means all of Greater Boston.

The city has agreed to accept any reasonable change in the bill that may be desired by the General Court. What the mayor requests is what all Boston wants, action now and not a year from now. This attitude represents an advantage, not for the mayor's part, but for the other party. He is willing to assume the responsibility for Boston's payment of something more than Boston's \$86,000 in the apportionment of the interest charge. And if a large number of men, now unemployed, should be put to work at Governor square, this would be another measure hastening the return of prosperity. It is neither good politics nor good business to dilly-dally indefinitely. The electorate, which has waited eight years for something to be done, is tired of waiting.

HOW MUCH LONGER?

Why should the committee on metropolitan affairs delay action week after week on the bill for the relief of the intolerable conditions at Governor square? What warrant has anybody on the Hill to say that the whole thing may as well go over now until next year? It is a reflection on the community that action has not been taken long before this. It explains the charge that we dawdle when we should be doing. All Greater Boston has waited, not for months but for years, for the correction of the inconvenient and dangerous situation at that intersection of Commonwealth avenue and Beacon street. Conditions are becoming worse all the time, but we timidly postpone and defer and refer and arrive nowhere.

What makes the reluctance of our legislators the more inexcusable is that right now there is a bill in the hands of the committee on metropolitan affairs. It is a bill on which, for the first time, all the parties with a major interest in the problem have been able to come together in full and cordial agreement. This bill has the indorsement of the city of Boston, the public trustees of the Elevated, and the directors of the Elevated. That has never happened before.

Why not capitalize this golden opportunity for action in behalf of the common good? The bill was drafted by Frederick E. Snow representing the directors, H. Ware Barnum representing the trustees and Samuel Silverman representing the city. On that bill hearings have been held. Never before have we gone so far toward the solution of the Governor square muddle. Why not complete the job right now?

This committee of fifteen, four from the Senate and eleven from the House, and all of them representing Greater Boston districts, can solve the problem. The only known argument

REALTY MEN AT ANNUAL DINNER

Boston Exchange Told
How Office Structures of
Future Will Look

EQUITABLE BUILDING MANAGER IS SPEAKER

"The office building of the future will be erected on plots 200 by 200 feet minimum, to whole city blocks 200 by 800 feet and upon multiple blocks with the streets running through arched tunnels, with double-decked highspeed automobile streets, double-decked sidewalks and street cross-overs, sub-surface transportation facilities to handle the concentration of people," was the startling prediction as to the future of American cities made by Clarence T. Cooley, operating manager of the Equitable building in New York, in speaking before the annual reunion-dinner of the Boston Real Estate Exchange at the Hotel Somerset last evening.

Four hundred members of the exchange with their guests were present at the dinner, which was preceded by a reception in the state parlors of the hotel. Mr. Cooley, the speaker of the evening, is a nationally recognized authority on up to the minute designing and efficiency methods of operating office buildings. His subject was "The Office Building of the Future."

SPEED TO CONTROL

Mr. Cooley said in part:

Speed will control in new construction, thus saving rent in old property, taxes, interest on investment during construction, and make for early rent returns. Buildings will be razed, excavations dug, foundation put down, and many building construction operations performed working 24 hours a day. Operations that now take two years will be completed in one year.

Buildings will, of course, reach economic limits in height, length and width. The elevator speed and number of elevator shafts limits the height. The length and width are limited by the walking time and distance. Two elevator cabs will be installed per shaft, and they will have entrance doors and exit doors so passengers can flow through cabs without turning round and the cabs can load and unload in one-half the present time, both processes taking place simultaneously.

The elevator of the future will be without operators and will make only definite, predetermined stops. Push-buttons will not be used on floor or in the cab, for cars will be dispatched at regular intervals by automatic dispatching systems, which will close door and gate and send car away, not necessarily in numerical order. Light ray using selenium cell will be used to hold car and hatchway gates open as a passenger is entering to prevent accident and gain maximum speed in door and gate operation. Passengers will be counted by light ray on and off cars, and when net result equals car capacity the car will automatically by-pass the next

regular predetermined stop.

The office building of the future stands stark and naked, made possible by financing and engineering, but we cannot permit this structure to stand unadorned and expect it to attract the rentable space-buying public. Financial success, excellent service and applied functional architecture make an office building radiant and attractive in a great city. It must be correct functionally, as well as to be able to stand up and have a high capacity per dollar of investment, if profitable operation is to be realized.

PROVISIONS MADE

Provisions will be made for doctor, dentist, laundry, barber, towels, pure drinking water refrigerated, stationery, electrical supplies, valet service, cigars, library, highly efficient lunch clubs, restaurants, lunch counters, sandwich service for both men and women. Highly efficient fire-fighting equipment with water, chemicals and liquid gas, will be installed in all buildings. All alterations and repairs will be done by the building local management with fireproof and sound-absorbing material with minimum rubbish and dirt.

Harold F. Mason, president of the exchange, presided, and he gave a review of the work accomplished by the exchange since taking office in January, 1929.

Thomas A. Mullen, chairman of commercial publicity for the city of Boston, brought the greetings of Mayor Curley. William H. Codman, chairman of the brokers' division of the Boston real estate exchange, and Tarrant E. King, chairman of the building owners and managers association, gave a resume of the work accomplished by their respective divisions during the year. Fred Hastings was chairman of the dinner committee.

SULLIVAN HONORED BY KNIGHTS OF LABOR

James H. Sullivan, former commissioner of public works, was honored at the 44th annual banquet of Ben Franklin Assembly 5463, Knights of Labor, last night in the Municipal building, West Brookline street and Shawmut avenue. He was presented with a large leather reclining chair in behalf of the members by Grand Master Workman Thomas H. Canning.

Guests and speakers included former Congressman Peter F. Tague, representing Mayor Curley; E. A. Johnson, secretary of the Boston Building Trades Council and labor's representative on the board of public trustees of the Boston Elevated railway system; James H. Sullivan, George W. Pelham, secretary-treasurer of Ben Franklin Assembly; Joseph A. Parks, a member of the Massachusetts industrial accident board; Peter Garrity, supervisor of the sanitary and street cleaning department; Thomas Oland, chief clerk of the sewer division; John Crowley, general foreman of the paving division; and Joseph Watson, chief inspector of the street cleaning and oiling division.

DRIVE ON TO MAKE THEATRE SAFER

Greater Protection Against
Fire Is Aim of Mayor

Immediate steps to provide greater protection against fire in Boston movie theatres will be taken by representatives of the theatre owners, working in accord with Building Commissioner Hultman and Fire Commissioner McLaughlin, who have been designated by Mayor Curley to represent the city in conferences which will be started within a few days.

In addition Fred J. Dempsey, vice-president of the International union of stage employes, Assistant Corporation Counsel Leo M. Schwartz and Chief Sennot of the fire department will be participants in the discussion of the additional regulations which will be agreed upon.

At a conference yesterday with 75 representatives of the theatres, Mayor Curley asked for and received from Lee M. Freedman assurances of co-operation and accepted the suggestion of Freedman that three representatives of the theatre owners be delegated to confer with city officials.

"I shall enforce the regulations which are agreed upon," said the mayor, "but I will not approve any regulation which will be unfair or which will work any unnecessary hardship upon the theatre interests."

It was indicated that the city will urge the installation of automatic sprinklers on all stages and on the use of screens and curtains of fireproof material. Most of the theatres, it was estimated, are meeting all requirements.

DENIES REPORTS OF NO TERCENTENARY FLAG

Conflicting claims as to the propriety of the official banner to mark the tercentenary came to a head last night, when a report was circulated that there would be no official banner.

Albert R. Rogers, executive secretary of the Massachusetts Bay Tercentenary, Inc., denied the report, saying it was merely the effort of a disgruntled promoter to have his flag accepted, and was circulated to belittle the efforts of the corporation to issue its own standard. He said that the banner of his organization containing the cod and the figures 1630-1930 was repeating the insignia of the organization which was established three years ago before any other tercentenary committee was created.

He said that Herbert Parker and John F. Fitzgerald, representing the Governor and the mayor at the recent unveiling of the flag at the Hotel Statler had placed the seal of approval on the flag of the Massachusetts Bay Tercentenary, Inc.

SAYS GOODWIN IN SCHOOL PLOT

Dr. Lyons Asserts Fin.
Com. Head Seeks Con-
trol by State

PAID TO PERSECUTE COMMITTEE, CHARGE

Vigorously attacking Frank A. Goodwin, chairman of the finance commission, for his "persecution" of the Boston school committee, Dr. Joseph V. Lyons, a member of the committee, last night intimated that Goodwin is leading "a deep underlying plot" to place the Boston school system under a state commission.

Dr. Lyons spoke before 50 representatives of people living in the Brook Farm section of West Roxbury, who held a meeting in a portable school building on Temple street, which they desire eliminated in favor of permanent school buildings. It was agreed to form the Brook Farm Associates to further this project.

BRIGHTON HIGH 'CRIME'

Referring to the Brighton high school, which the present committee had nothing to do with, Dr. Lyons declared it a "crime" and an "outrage." He criticized swimming pools, and rifle ranges in Memorial high school, but pointed out that the old schoolhouse commission was responsible. "Of the \$27,000,000 spent for schoolhouse construction, I'll wager that \$10,000,000 or \$15,000,000 was grafted or stolen from the taxpayers. If it wasn't stolen we wouldn't have this bad portable situation.

"There are men in this city who would destroy the Boston school system if they had their way," he continued. "There is agitation to place the Boston school system under a state commission. It's a deep underlying plot of men who don't care for Boston, for the children, or the taxpayers. Conditions will be 100 per cent. worse if you don't support the present school committee in its efforts to remedy the conditions we now have."

Then, speaking of Chairman Goodwin, he related that the city council has given him \$10,000 to investigate school expenditures. "This money was given not to prosecute but to persecute the school committee," he cried. "It will be spent by that paid agent of the state, Frank A. Goodwin, a man who changes his mind over-night. One day, before a legislative committee, he said we ought to have the commission take charge, the next he declared the present committee to be composed of the finest type of men. He is nothing but a paid investigator, hectoring and heckling the elected committee.

'JACK OF ALL TRADES'

"That man Goodwin, despite our need for money to build schools and that unemployment situation, has absolutely blocked our getting any money to relieve either the school situation or the unemployment situation. Because of him, we cut our 10-year program to five, to three and to one. He is a jack of all trades, fighting the insurance people and fighting us. In one month he knows so much about schools that he feels qualified to tell us what to do. I frankly admit, after my years of service and hard work, that I have barely scratched the surface of the problem.

Efforts by Joseph P. Cox, city councilman from West Roxbury, to get the assembly to favor a motion asking that all high school construction be stopped until elementary school needs are filled, were halted by Joseph J. Hurley, chairman of the school committee and a resident of the section, who pointed out that one could not ask too much in the resolution. In response to a charge of "making political capital" of the portable, Mr. Cox said he was not interested in being re-elected, but was "sick and tired of hearing generalizations and nothing being done to this portable where rats eat the slippers of children."

Chairman Hurley then suggested the form of a new resolution, which asks for the immediate erection of a 13-room building on the site, and also suggested the organization set-up of the new improvement association. Through a series of questions to John C. Brodhead, assistant superintendent of schools, he showed that he had attempted to get the committee to build a school on the site. He promised his support in any attempt to get a building.

Mrs. Geraldine T. Connors was chairman of the meeting. Mrs. Mary V. Bowen, a member of the American Legion convention welcoming committee, spoke on the need for a building. J. A. Crowley, head of the school district, was sharply questioned by several mothers on his decisions and actions in several matters. The motion to organize was presented by Ansfred L. Christiansen.

RENEWS ATTACK

Goodwin Rebuked by Mrs. Pigeon for
Criticising Lane

Frank A. Goodwin, chairman of the Boston finance commission, and Richard J. Lane, chairman of the school house department, clashed again yesterday morning on the resumed hearing on Boston school house bills before the committee on municipal finance.

Mr. Goodwin charged that an "orgy of spending" on the part of the school committee reached its peak in 1923 when Lane was chairman of the board. Having prefaced his remarks with the statement that the finance commission was not antagonistic to the school committee or the school house department, Mr. Goodwin said that all the commission is looking out for is that all expenditures are "honestly made." One group is being forgiven, he said—the taxpayer.

Lane jumped up and in reply said: "I don't quite like the idea of accusing me of being responsible for all the extravagances of the school committee. I think I was bad form to single my name out. I would like to debate the matter with him, but this is no place to do that. The trouble today is a lot of people are looking for publicity and notoriety who are dabbling in things they don't know anything about."

Mrs. Elizabeth Pigeon, member of the school committee, declared she resented any such criticism directed at Mr. Lane

and praised him as "one of the ablest men we have had."

Goodwin in reply said he did not intend any attack on any member of the school committee, that he only said that money has been spent extravagantly and that only now they are starting to remedy the situation.

CATHOLIC ASSOCIATION TO HAVE BALL TONIGHT

The 32d annual ball of the Cathedral Young Men's Catholic Association will be held this evening in the Cathedral high school auditorium on Union Park street, Boston. A concert will be given from 8 P. M. to 9 P. M., followed by dancing.

The Rev. Neil A. Cronin, administrator of the Cathedral of the Holy Cross, and the Rev. William A. Dacey, chaplain, have supervised the work of the various committees. Among the invited guests are: Gov. Frank G. Allen, Senator David I. Walsh, Mayor James M. Curley, Dist. Atty. William J. Foley, Congressman John J. Douglass, Sheriff John A. Keliher and other officials.

AMERICAN 4/25/30

GOOD WILL JAPS ON WAY HERE

Seven Japanese envoys of good will, representing the Imperial Japanese Educational Society of Tokyo, will arrive at the South Station tomorrow afternoon for a busy program of state, city and social functions.

On their way here they will visit former President and Mrs. Coolidge in Northampton.

Arriving here at 3:30 p. m., the group will be welcomed by a committee and then motor to the Copley Plaza to be formally received.

Sunday afternoon the visitors will be escorted to Wellesley College to meet President Ellen Pendleton. On the return trip they will motor through Lexington, Concord and Cambridge, to Red Cross headquarters.

Monday the crowning event of the visit will take place with the formal acceptance by Mayor Curley of 300 Japanese cherry trees at Jamaica Pond. The trees were sent as an expression of appreciation for their visit a year ago and offered as a lasting memorial by the people of Tokio.

Preceding these exercises, the group will be received by Mayor Curley at 11 o'clock and by Governor Allen at 11:30. A luncheon at 1 o'clock in the Copley Plaza, given by Mayor Curley, will precede the tree ceremony.

In the evening the visitors will be guests at a private luncheon given by Courtenay Crocker, president of the Japan Society of Boston and honorary Japanese consul here.

CURLEY DEFENDS RIGHT TO CONSULT ALLEN ON BOSTON BILLS FIGHTS FOR THEM ON MERITS

Has Not Surrendered His Pre-rogatives as Private Citizen, Says Mayor

Replying to yesterday's demonstration toward him by members of the Legislature, Mayor Curley today defended his right to consult the Governor, the president of the Senate and the speaker of the House about bills affecting the city of Boston.

In a lengthy letter to Speaker Leverett Saltonstall, in which he spoke indirectly to the rank and file of the House, the Mayor declared that when he became the city's chief executive, he had not forfeited his rights as a private citizen.

The Legislature's hostility was chiefly over the Mayor's action in seeking aid from Governor Allen for passage of a bill containing more liberal terms for his street construction program.

FIGHT ON MERITS

Mayor Curley said he was willing and eager to fight out all measures affecting Boston on their merits before the public of this city and the entire Commonwealth.

"The Legislative debate would indicate that I, as Mayor of Boston, have been endeavoring to dictate the programs and policies of the legislative committees," he wrote to Speaker Saltonstall.

"It has been further contended that I have sought to influence action of individual members of the Legislature and of committees with reference to legislation affecting the city of Boston, and that I have become obnoxious because of frequent trips to the State House in behalf of the people of Boston.

"I believe it but fair to direct the facts in the case to your attention in view of my past experience with the Legislature which I have found, when in possession of all the facts, invariably

just and not infrequently generous."

CITES 7 HEARINGS

The mayor then cited seven hearings at which he had appeared on bills which would benefit this city, its transportation and port facilities, and he related the large measure of success that had been his.

With regard to his \$10,000,000 street program, he wrote:

"Nearly four months have elapsed since the presentation of street construction program legislation, the adoption of which would not only have made the streets of Boston usable for the millions of visitors it is anticipated will attend the Tercentenary observance, but would have provided, in addition, opportunity for a livelihood for the thousands now receiving assistance from public and private charitable agencies.

"I have never attempted to dictate policy or program to the legislature for the very excellent reason that a majority of the membership represents a political party other than that of which I am a member, and I have based the legislation presented by me purely upon merit."

TO BUILD NEW AIRPORT ROAD

The road at the Boston Airport from the entrance to the end of the Colonial hangar will shortly be torn up and a macadam surface installed.

The road will be impassable to vehicles, and all persons driving into the airport are requested by Supt. A. L. Edson to use the old cinder road on their way to the parking area.

Fencing in the front of the hangars is nearing completion and the macadam surface will be extended 150 feet out on the port, as well as between the hangars, with the hope that the black cinder dust nuisance will be eliminated.

ASK REWARD FOR CAPTURE OF COP'S SLAYER

City Council Is Requested to Offer \$500, and the Mayor Approves

City Councillor Francis E. Kelly of Ward 15 the home district of Franklin B. Dwyer, slain patrolman, said today that on Monday, if the slayer was not captured, he would introduce an order offering a reward for his apprehension. The maximum the council may authorize is \$500.

Mayor Curley issued the following statement this afternoon:

"The brutal disregard for human life and the lack of fear of consequences in the case of the slaying of Patrolman Dwyer represents a most appalling tragedy. The murder of Dwyer emphasizes the necessity for the most drastic character of penalties for persons found guilty of the commission of crime and for the adoption of a definite program of apprehension and prosecution which will make impossible the escape of any guilty person, as a means of preserving some semblance, at least, of respect for lawfully constituted authorities.

MAYOR PRAISES OFFICER

"I shall be pleased to approve such order for the payment of a reward for the apprehension of the guilty person as the City Council may adopt.

"The courage of the officer was in keeping with the best traditions of the Boston police department and reflects the character and manhood of the great majority of the men in the service of the force."

Because the Legislature recently passed a new law making provision for families of patrolmen slain in the line of duty, Mrs. Dwyer will have her choice of two systems of remuneration.

POST 4/25/30

New Surgical Wing of Faulkner Hospital Open



AT FAULKNER HOSPITAL OPENING

Governor Allen and other officials shown at opening of Faulkner Hospital yesterday. Left to right in the picture are, front row: Colonel Horace Z. Landon, Governor Allen, Dr. Edward R. Young and Katherine Faulkner, grand niece of hospital founder. Back row: Dr. Francis X. Mahoney and Nelson Curtis.

The greatest medical problem today is to provide the best medical facilities to all citizens at a price commensurate with their incomes, Governor Allen said at the dedicatory exercises marking the opening, yesterday afternoon, of the new surgical wing of the Faulkner Hospital on Centre street, Jamaica Plain.

Other speakers who congratulated the hospital officials upon the completion of the \$750,000 addition to the institution were former Mayor Andrew J. Peters, a vice-president of the hospital; Dr. Francis X. Mahoney, representing Mayor Curley; Dr. Robert B. Greenough of Longwood, president of the Massachusetts Medical Society, and Dr. Edward I. Young of the hospital staff.

"To offer every facility that present knowledge dictates as adjuncts to the skillful physicians and surgeons, and to offer these in surroundings most favorable to the particular mental and physical needs of the patient, is not enough if they are offered at a price quite out of reach of the sufferer's resources, or if they require such a finan-

cial demand upon him and his family that he may carry the economic scar for years to come," Governor Allen said.

"That, of course, is the greatest medical problem today. How can all our citizens get for themselves and their families today the benefits of the rapid professional advances and have this, except in the case of the indigent, at a price commensurate with their income? In your hospital, single rooms and two and four-bed wards offer accommodations at from \$3 to \$5.50 a day. When we compare this with the rates of our modern hotels, and consider the heavier demand upon the hospital, we are better able to realize what a contribution you are making at the Faulkner Hospital towards this problem."

Speakers at the exercises all paid tribute to the late Dr. George Faulkner, whose great-grandniece, Miss Kathryn Faulkner, is a student nurse at the hospital, and to Charles J. Nichols, whose work in the interests of the hospital, as chairman of the board of trustees, was terminated by his death in February, 1929.

EXERCISES IN SCHOOLS ON MAY DAY

Mayor for Rapping Pacifism and Inter- nationalism

In his May Day proclamation issued last night, Mayor Curley condemned internationalism and appealed to the citizens for a patriotic demonstration on May 1, which will mark the 108th anniversary of the organization of the municipal government in this city.

URGES SCHOOL EXERCISES

Exercises in the schools, which will include the story of Boston's contribution to the nation, will feature the anniversary birthday party, together with the flying of the city as well as the national flag on all public buildings.

Special exercises for the school children are urged by the Mayor "that the spurious values of factitious pacifism and insidious internationalism may be obliterated from their young minds."

Mayor Curley's proclamation, in part, says:
"The 108th anniversary of the organization of Boston's first city government occurs May 1, and marks the close of 108 years of wonderful material expansion, commercial development, human increase and spiritual growth, stimulating to our pride as citizens of a great city and constituting an incentive to labor for a future as glorious as the past has been honorable.

To Combat Propaganda

"I suggest that the day be made a special subject of observance in the schools; that the story of Boston, its share in the establishment and maintenance of the republic and American liberty and its place in American history be emphasized that our children may be impressed with the nobility of patriotism and the worth of nationalism, to the end that the spurious virtues and illusory values of factitious pacifism and insidious internationalism may be obliterated from their young minds, and the duty and dignity of loyalty, allegiance and service to America and Americanism may be stamped on their souls. I emphasize these things on May 1 in view of the vicious propaganda that aims to color the impressionable mind of youth, and poison the soul and sap the solidarity of the nation at its source."

COST OF BOSTON SCHOOL REPAIRS

Itemized Budget Gives \$1,607,000 for 1930, With \$118,950 More for Salaries of Employees

The itemized budget for 1930, characterized as the first in such detail, submitted by the department of school buildings and accepted by the school committee Monday night, for cost of alterations and repairs of Boston public school buildings, furniture and fixtures, etc., and amounting to a total of \$1,607,000, gives an idea of how the taxpayers' money is spent in this important work.

ALTERATIONS AND REPAIRS

Never before has this budget been turned in with such detail, and the money for it was promptly ordered to be appropriated. It includes, as its last item, a call for \$65,850, to cover a deficit left over from 1929.

The following is the detail for alterations and repairs covered by the budget:

1. Productive work by pupils	\$ 15,000.00
2. Cost of various current emergency demands (not specified in items below)	101,416.36
3. Upkeep of structural plant	140,000.00
4. Fire escapes (new and old)	50,000.00
5. Care of school grounds	85,000.00
6. Furniture and ordinary equipment (upkeep and replacement)	90,000.00
7. Special equipment for:	
a. Shops	18,000.00
b. Kindergartens	15,000.00
c. Science rooms	5,000.00
d. Drawing rooms	5,000.00
e. Libraries	1,000.00
f. Lunchrooms	10,000.00
g. Stages in halls	3,000.00
h. Extension of projection apparatus (radio, moving pictures, etc.)	10,000.00
8. Shades for windows, etc.	18,000.00
9. Painting school buildings	100,000.00
10. Plumbing (emergency and upkeep)	100,000.00
11. Heating and ventilating (emergency and upkeep)	100,000.00
12. Electricity (emergency and upkeep)	75,000.00
13. Special appropriations for departments (repairs and equipment):	
a. Evening and summer schools	2,000.00
b. Household science and arts	4,000.00
c. Manual arts	10,000.00
d. School hygiene	10,000.00
1. Miscellaneous	4,000.00
2. Rest and nutrition	4,000.00

Remodeling of Buildings

14. Educational remodeling (such as removals of partitions and other alterations to provide for additional classrooms; additional recitation, cooking, health and teachers' rooms)	174,500.00
15. Brighton High School remodel as an intermediate school	50,000.00
16. Safes in school buildings	2,500.00
17. Playground shelters	26,000.00
18. Gunracks	5,000.00
19. Lockers	5,000.00
20. Trucking and expressage	20,000.00
21. Portable schools (moving)	20,000.00
22. Modern plumbing in old buildings	60,000.00
23. Modern heating in old buildings	90,000.00
24. Modern electrical systems in old buildings	60,000.00
25. Roofing	75,000.00
26. 1929 deficit	65,850.00
Total	\$1,607,266.36

'DAMN' AND 'HELL' O. K. WITH CURLEY

But There He Draws the Line For Theatrical Shows— Talks With Managers

"Damn" and "hell" are words which Mayor Curley will continue to tolerate on the Boston stage, but he will not tolerate words or expressions of more offensive character.

The mayor made this plain to the several Boston theatre managers who had gathered in his office yesterday for a conference on another matter. He took advantage of their presence to present each manager with a copy of the "moral code for theatres," adopted in 1916.

Complaints had been received, said the mayor, that recognition of the code had been lacking, and he suggested that the managers study the code and offer suggestions for changes if changes seemed advisable. The old code prohibits the appearance of performers without stockings, forbids "muscle dancing," and specifies that profanity is not permissible under any circumstances.

DECLARES 'CITY LOST MILLIONS

Lyons Makes Claim at Protest on Schools

A charge that \$15,000,000 had been "stolen" from the school budget of the city during previous administrations was made by Dr. Joseph E. Lyons of the school committee last night at a meeting of the newly-organized Brook Farm Community Association, held to protest against "deplorable school conditions" in the Brook Farm section of West Roxbury.

300 ATTEND

At the meeting, which was attended by more than 300 parents, it was charged that the three portable elementary schools were hopelessly overcrowded, infested with rats and mice, and that the children were forced to endure disgraceful sanitary conditions.

Dr. Lyons blamed conditions in the Brook Farm section upon the alleged theft of school money during other administrations.

"If this money hadn't been taken, it wouldn't be necessary to have these portable schools," he said. He declared that school conditions were "rank" when he became a member of the school committee and charged that the waste of money in the construction of the Brighton High School was criminal and outrageous.

City Councillor Joseph P. Cox declared he was "sick and tired" of hearing promises made to the district that never were fulfilled. In fact, he has become so disgusted, he said, that he is considering giving up politics.

A more hopeful note was injected into the meeting by Joseph J. Hurley, chairman of the school committee, who said he favored construction of a real and adequate elementary schoolhouse in the Brook Farm district.

A committee was appointed to seek means of bettering conditions, with the following as members: Mrs. Geraldine T. Connors, Mrs. Mary V. Bowen, Mrs. Ida Quigley, Mrs. Ansford Christiansen, Mrs. Ella Somers, City Councillor Joseph P. Cox and Representative Harold R. Duffie.

CURLEY STIRS BITTER IRE OF LEGISLATORS

They Resent His Appeal to
Governor for Aid On
Street Bills

HOOT DOWN RAISE IN
CONVENTION FUNDS

Threaten to Rake up Fin.
Com. Reports in Old
Administration

By W. E. MULLINS

Mayor Curley's procedure in appealing personally to Gov. Allen for assistance in obtaining more liberal terms from the committee on municipal finance for his street construction bills has resulted in consolidating legislative opposition against him and also in initiating an attack on him which will result in an investigation of some contracts awarded during his last administration.

The first open indication of the resentment against the mayor for his strategy in going over the heads of the members of the committee was revealed by the savage drive made yesterday in the House against an attempt to increase by \$25,000 the amount of money he may spend this year for conventions and the entertainment of distinguished guests.

The overwhelming defeat dealt the measure speedily was followed by news that the municipal finance committee has discussed the desirability of requesting a report from the Boston Finance Commission of the awards of contracts and the durability record of various street pavements of a type often installed during the last Curley administration, which were the subject of drastic criticism by the finance commission in 1923.

The threat to study the report of the finance commission of 1923 is concerned with Curley's explanation that the length of life of street paving extends sometimes to 30 years and therefore it is obviously unfair to force present-day taxpayers to shoulder the burden for what future taxpayers will benefit. Curley would pay for his street construction program by a long-term bond issue while the committee insists on taking half of the money from the tax levy.

FIGHT TO A FINISH

A fight to a finish will be staged between Curley and the committee on

municipal finance. Gov. Allen has declared himself a neutral in the struggle on the ground that it is not proper for the executive branch of the Legislature to interfere in any detail with the legislative scope.

An attempt to line up the Boston senators for his program will be made today by Mayor Curley. Yesterday he invited them to take lunch with him today at the Parker House. They are: John P. Buckley, John F. Buckley, Robert Bigney, Joseph J. Mulhern and Henry Parkman, Jr., none of them being members of the committee on municipal finance. Senator Michael J. Ward, the other Boston senator, is recuperating at Jefferson from an illness.

That Curley has some support from President Bacon of the Senate was indicated yesterday when the street construction bills reported by the municipal finance committee Wednesday and read in at Wednesday's session of the Senate were returned to the committee for further consideration, with no record of any action having been taken by the Senate.

The circumstances surrounding the procedure, while not unprecedented, were unusual. The bills did not appear on yesterday's calendar and investigation revealed that they had been considered as not having been handled at all, and were said to have been withdrawn by Senator Frank W. Osborne of Lynn, chairman of the committee on municipal finance.

After the Senate had adjourned, Osborne engaged in an extensive conference with President Bacon and the members of his steering committee. Obviously, Osborne had agreed to withdraw the bills, but nothing official was forthcoming concerning details of the meeting.

Over in the House several members of the committee on municipal finance were free in expressing their resentment at what they alleged to be Curley's efforts to control their actions by "strong arm methods." Undeniably, sentiment among the committee members is strongly against him and trouble looms up directly ahead. Apparently they are in a stubborn mood and probably too much out of control to be influenced by the legislative leaders.

\$75,000 FOR CONVENTIONS

The bill in the House, reported by the committee on municipal finance, would give the mayor \$75,000 to spend on conventions, other than the American Legion assembly, and the entertainment of distinguished guests. The bill was up for its second reading, and Representative Isidore Fox of Boston moved an amendment which would have eliminated the \$75,000 clause and permitted the mayor to spend almost \$100,000.

Considerable lobbying had been done during the session for the measure, but it was hooted down by a roar of disapproval when it came up for a voice vote. The conclusion of the brief engagement in the House was the signal for a demonstration of antagonism against Thomas H. Blodeau, his legislative counsel, and threats were uttered that he might be forced to register as a lobbyist instead of being granted freely the privileges that go to him as a

former member of the Legislature.

Although the amount under consideration was comparatively insignificant in itself, the outcome of the sharp fight on the entertainment measure actually was of grave importance as revealing the feeling of the members and the manner in which they may be expected to react in the approaching drive that is certain to be made against the committee's bills for street construction and repair in the city of Boston within a week or 10 days.

Representative Dexter A. Snow of Westfield, a member of the committee, was particularly biting in his disparaging remarks as he referred to Curley.

Immediately following the offering of the Fox amendment there arose in rapid succession Representatives John P. Higgins of Boston, Snow, Daniel J. Coakley of Chicopee, John Halliwell of New Bedford, Archibald M. Estabrook of Haverhill and George P. Anderson of Boston, all members of the committee on municipal finance, to express their determined opposition. They were joined by Representative Henry L. Shattuck of Boston and the amendment was condemned with considerable vigor. Save for Fox, no member spoke in favor of the measure.

ROAR OF DISAPPROVAL

After the terrific barrage directed against the amendment there was a faint call of "yes" from no more than three members on the voice vote while a roar of disapproval swept over the assembly when the speaker called for the nays. The outcome was greeted with glee by senators on the municipal finance committee who had been sitting on the floor of the House listening to the discussion.

During the debate Curley had been subjected to some sharp criticism by Snow who observed that he was "sick and tired of having someone run up to me every 15 minutes to tell me that a bill is unsatisfactory to Mayor Curley. Who is this mayor of Boston that he is more important than the Legislature? Why should every bill relating to Boston necessarily have the approval of the mayor before it may be passed? Let's get down to business and cease discussing the mayor's likes and dislikes. We are legislating for the people and not for the mayor."

Higgins said that until an hour prior to the debate he had the impression that the bill was acceptable to Curley and he urged defeat of the amendment. Shattuck said he could find no good reason for obeying the ukase of some person outside the House and characterized the bill as drawn as being generous in every detail.

Coakley defended the committee's judgment and predicted that success for the proposed amendment would mean a concerted drive re-inforced by confidence, on the approaching street constructions measures. He demanded that the House support his committee and not give it the outward appearance of being little more than a rubber stamp to be eradicated on the least suggestion.

The tenor of the other adverse speeches was similar and judging from the trend of conversation in the lobby after adjournment the committee on municipal finance intends to be unyielding in its methods of handling the bills it now has back on its hands after extensive deliberation in executive sessions.

The only compromise to which the committee-members are willing to listen is the diversion of \$500,000 in bonds from streets to sewers, but they are opposed to any changing of the terms.

GLOBE 4/25/30

CURLEY CONFERS ON FIRE PREVENTION

Warns Theatre Owners to
Guard Public

McLaughlin and Hultman Met Film
Executives

At a conference on problems of fire prevention in places of public assembly, held yesterday in the offices of Mayor Curley and attended by theatre and movie house executives, it was decided that a committee representing the theatres and movie houses confer with Fire Commissioner Edward F. McLaughlin and Building Commissioner Eugene Hultman, representing the city, and Fred J. Dempsey, vice president of the International Stage Employees' Union, and report in 30 days.

The situation was summed up by Mayor Curley, who said that all parties agreed that every reasonable precaution should be provided, applying principally to the stage; that the use of inflammable curtains and overpowering smoke producing curtains must end and that sprinklers be provided at least for the stage.

"We will endeavor to see that the agreement is absolutely fair, but if it is not lived up to, I will close you up," said the Mayor.

Building Commissioner Hultman said that of 47 theatres in Boston, 10 have no sprinklers anywhere in the building. Theatres all have men on the stage to handle water curtains, etc., except one theatre, now a movie house. Several movie houses have no men on the stage for protection in case of fire or disaster.

Attorney Lee M. Freedman, representing the Allied Theatres group, said his group was in hearty accord with the Mayor's ideas and wanted to cooperate. He said that as the Allied Theatres' first consideration was the protection of the public, the group would be glad to appoint a representative to the committee.

Mayor Curley took occasion to remind the gathering of the moral code governing the stage in this city and to say that it would be a good idea for them to remember that it is still in effect.

"L" ASKS FOR RIGHT TO RAWDING LINES

Agreed to Take Routes on
Curley Wish, Says Barnum

Fare Now 5 Cents — Not Decided
Yet on Higher Charge, He Declares

Carrying out the wishes of Mayor Curley for coordination of bus service in Boston with rapid transit facilities, H. Ware Barnum, counsel for the trustees of the Boston Elevated, appeared before the Public Utilities Commission yesterday afternoon in support of the company's petition for authority to operate buses from the South Station to the Army Base and from Atlantic av to the Fish Pier.

Bus service, Barnum told the commission, is now being furnished over these routes by the Rawding Bus Lines. At the suggestion of the Mayor the company, Barnum continued, has entered into an agreement with Mr Rawding to take over his routes. It was explained to the board that the company has not yet received licenses from the city to operate over the lines and the counsel suggested that action on the petition be withheld until the local authority is obtained.

It was not brought out at the hearing, at which no opposition was offered, whether the Elevated would impose an extra 5-cent fare for service over these lines. This is the fare on the Rawding lines at present.

Following the hearing Mr Barnum was asked if the company plans to impose an extra charge. He replied that this has not yet been decided upon.

Mr Barnum also represented the trustees on another petition seeking authority to operate a night bus route from Central sq. Cambridge, to Scollay sq and continue over Prospect, Cambridge and Nashua sts to Scollay sq.

It was stipulated in the local licenses, the speaker said, that the buses may be run only between midnight and 6 a m. The buses will substitute for a subway and trolley line between the two squares. There was no opposition and the commission took the petition under advisement.

CURLEY PROCLAIMS MAY 1 OBSERVANCE

Mayor Points to 108th
City Anniversary

Wants Schools to Observe Event
and Flags Hoisted

Mayor Curley, in a proclamation to residents of Boston yesterday, suggested that May 1, the 108th anniversary of the organization of the first City Government, be made a special subject of observance in the schools and that the Flag of Boston be displayed with Old Glory.

In his proclamation the Mayor attacks "the spurious virtues and illusory values of factitious pacifism and insidious internationalism."

The proclamation is as follows:

"The 108th anniversary of the organization of Boston's first City Government occurs May 1 and marks the close of 108 years of wonderful material expansion, commercial development, human increase and spiritual growth, stimulating to our pride as citizens of a great city and constituting an incentive to labor for a future as glorious as the past has been honorable.

"May 1 will be a notable occasion in this tercentenary year of 1930 by the display of our civic emblem, the Flag of Boston, alongside of Old Glory, that our citizens may thus make these flags the symbols of their loyalty to the Constitution and the law, an evidence of their devotion to the principles of American Government and an expression of their love for the city of their homes.

"I suggest that the day be made a special subject of observance in the schools; that the story of Boston, its share in the establishment and maintenance of the Republic and American liberty and its place in American history be emphasized, that our children may be impressed with the nobility of patriotism and the worth of nationalism to the end that the spurious virtues and illusory values of factitious pacifism and insidious internationalism may be obliterated from their young minds, and the duty and dignity of loyalty, allegiance and service to America and Americanism may be stamped on their souls.

"I emphasize these things on May 1

in view of the vicious propaganda that aims to color the impressionable mind of youth and poison the soul and sap the solidarity of the Nation at its source.

"I ask that the key note of the celebration May 1 be loyalty to America and its principles: loyalty to Boston and its splendid traditions; loyalty to the teaching and conduct that make for a contented city, a peaceful community and a united, harmonious people."

DAMNS AND HELLS OKEY SAYS CURLEY

A few mild damns and hells will be tolerated on the Boston stage, Mayor Curley let theatre managers know yesterday at a conference in his office, but anything more pungent than that will be censored.

Mayor Curley presented each of the managers with a copy of the moral code for theatres compiled in 1916, which forbids appearance of performers without stockings, muscle dancing, the danse du ventre and profanity.

FIRE PREVENTION IN PUBLIC HALLS

Theatre owners yesterday called on Mayor Curley at City Hall to volunteer their services in making buildings of public assembly in this city not only conform with the State fire laws, but provide every facility for the protection of the public through fire prevention methods.

Representing the Allied Theatres group, Attorney Lee M. Freedman stated that the theatre executives were anxious to aid the Mayor in every way and will name a representative to a committee to be formed to draw up regulations, requiring the installation of automatic sprinklers over the stages and platforms, and the fireproofing stage scenery.

Contd

GRADE 4/25/30

week. They are trying to give the committee a licking today so that they can give it another next week."

Representative Halliwell of New Bedford said he had served for many years on the Committee on Municipal Finance and had never sat on one more faithful and conscientious than the one of today. He also asserted that the amendment, which he had heard of only a little while before, was a feeler to determine whether the committee could be reversed on the other matters also.

Representative Estabrook of Haverhill called attention to the fact that Representative Fox' interest in the bill was recent; that he had failed to appear before the committee and speak on the bill.

Already Has \$340,000

Representative Anderson of Boston, House chairman of the committee which reported the bill, pointed out that Boston already has authority to spend \$250,000 for the tercentenary celebration and \$90,000 for the visit of the American Legion; that \$75,000 additional would bring the total sum up to more than \$400,000, which seemed to him sufficient for the city to use for such purposes in one year.

When the House voted on the amendment Representative Fox voice was the only one heard on the affirmative side, and the amendment was killed.

Then the bill in its original form was ordered to a third reading.

Change on Taxis Debated

The House had another long debate on the Boston taxicab bill based on the report of the special commission which reported a few months ago. Representative Finnegan of Boston moved to substitute for the bill reported by the committee another measure which provides that the traffic commissioner, instead of the police commissioner, shall have authority to designate portions of public streets for taxicab stands, but that the police commissioner shall license operators and their vehicles.

Representative Finnegan spoke at length in favor of his substitute bill, which is similar to the one the House passed last year. Representative Chase of Fall River said the substitute would divide authority and make traffic conditions unbearable.

Vote Favors Traffic Official

Representative Shattuck of Boston favored substitution, and Representative Johnston of Boston opposed it. Representative Twohig of Boston argued for the independent drivers who would, he said, profit from the passage of the substitute bill.

Representative Crowley of Chelsea, who was a member of the special commission, defended its report and the original bill, which was based on that report; it increases the number of public stands and limits the number of cabs, thus tending to destroy too much competition. Representatives Wadsworth of Boston, Ingalls of Lynn, and Thompson of Newton also opposed substitution.

The House voted, 102 to 92, in favor of substituting Representative Finnegan's bill, and it was placed in the calendar for further action.

For Nonshatterable Glass

The House passed to be engrossed the bill requiring nonshatterable glass in windshields and windows of all motor vehicles used for carrying passengers for hire. Before that action was taken the bill was amended, on motion of Representative Birmingham of Brighton, to make its provisions

operative Jan. 1, 1931.

By an overwhelming voice vote the House rejected a bill which would have made hospital records in an automobile accident case available to any operator of a motor vehicle involved. The bill had been reported by the Committee on Judiciary.

Representative Bell of Somerville characterized it as "one of the most vicious bits of legislation this year." Representative Lewis R. Sullivan of Boston charged that it was intended to defeat just claims. Representative Hays of Brighton said it "handed over to insurance companies every hospital report of an injury."

Urging an amendment to protect the plaintiff, Representative Leonard of Watertown said the hospital record might help greatly in avoiding fraudulent claims.

To Annex Part of Methuen

Without debate the House accepted the report of the Committee on Insurance asking to be discharged from further consideration of the initiative bill providing for a State fund for compulsory automobile liability insurance.

The House passed to be enacted the bill authorizing the city of Lawrence to annex a portion of the town of Methuen.

MAYOR TO MEET CHAIRMEN TODAY, CONFIDENT ON LOAN

"There isn't any answer; I have no wish to antagonize the Legislature or to pick a fight with them," said Mayor Curley at his Jamaica Way home last night after he had learned of the House action on the Fox amendment.

In asserting that he had no formal reply to make to any of the speeches made on the floor of the House, the Mayor asserted that he could not afford to be drawn into a controversy which would involve the Commonwealth and the city of Boston. "There is too much at stake right now in the Legislature," he said. He referred to the two street repair bills which the Legislative Committee on Municipal Finance has drawn up, providing that the city may borrow \$5,000,000, with certain restrictions, outside the debt limit for use in repairing and improving the streets of the city.

"These street bills are so important and mean so much to Boston and to the unemployed that I can't afford to antagonize anyone concerned with their welfare," the Mayor said.

Both bills have been changed from the petition of the Mayor, and alterations not entirely satisfactory to the City Government have been made.

Today Mayor Curley will have luncheon with the two chairmen of the Municipal Finance Committee, Representative George P. Anderson of Boston and Senator Frank W. Osborne of Lynn, in an effort to iron out some of the difficulties of the two bills, as viewed by the city.

Those close to the Mayor say that he is confident that the street bills will be passed as originally petitioned, with the provision that the amount shall be \$10,000,000 with long bond issues. The city officials continually have pointed to the work which will come to the unemployed if these bills are passed, and the Mayor himself feels that both are of the utmost importance to the citizens of Boston.

It was rumored about City Hall last night that some of the opposition to the Mayor which arose in the House yesterday was sponsored by the fact that the Mayor and some of his department chiefs went directly to the Governor to talk over a change in the street bills, going over the heads of

the Legislative leaders.

In regard to the defeated amendment of Representative Fox, which sought to increase the appropriation for public entertainment in Boston, Mayor Curley said at his home last night that the Globe story was the first he had known about the amendment. The bill, as passed to a third reading by the House yesterday, was satisfactory to him, the Mayor said.

In closing the interview before he returned to the bedside of his wife, the Mayor again said that he was not seeking to pick a quarrel with the Legislature and therefore had no formal statement to make in connection with the speeches in the House.

"There is too much at stake for such tactics," he repeated.

GRADE 4/25/30

CURLEY ADDRESSES ROYAL ARCANUM

Mayor Is Speaker at Grand Council

Mayor Curley was guest and speaker at the 53d annual session of the Grand Council of Massachusetts, Royal Arcanum, in the Hotel Westminster yesterday afternoon.

Mayor Curley appealed to the members of the Grand Council to cooperate in meeting the problem of unemployment throughout the State. He welcomed the members of the organization to this city. Grand Regent Neil A. Clark presented the Mayor.

At a banquet last evening a varied program of entertainment and speaking followed the dinner. Grand Regent Clark presided and in a brief speech welcomed the women guests who attended the function.

Among the speakers were Maj Charles D. Harding, who represented the Mayor; Senator James E. Borton of Pennsylvania, supreme orator of the Supreme Council; Grand Vice Regent William E. Good, and Carl E. Peterson of New York, supreme deputy of the supreme regent. Special guests were Past Grand Regent A. W. David, who presented a testimonial bouquet to Mrs William L. Kelt, wife of the grand secretary, and Miss Edith Clark, daughter of Grand Regent Clark.

Assisting Grand Regent Clark in the arrangements were Mr and Mrs John M. Brennan and Mr and Mrs John F. McGanahan.

The session will continue through today, with installation of officers for the coming year this afternoon at the Hotel Westminster. The session will close tonight.

HOUSE IN ANGER TURNS ON CURLEY

Increase of City Entertainment Fund Refused—Stirred by His Statement To Governor Loan Must Be Larger

Sharp Talk by Members

“Sick of Being Told
What Mayor Wants”

Committee Fears
Opening Wedge

Vote Almost Unanimous
on \$75,000 Item

The Massachusetts House of Representatives yesterday voted overwhelmingly, indeed almost unanimously, against an amendment to increase, beyond the provisions of a pending bill, the amount of money which Boston may spend annually

for public entertainment. The bill provides that a municipality may expend for such purposes in any year a sum not exceeding one two-hundredth of its assessed valuation and that the amount in no case shall exceed \$75,000. Representative Fox of Boston tried, without success, to have the latter limitation removed for the reason that it would affect Boston only.

The bill and the proposed amendment were by no means the most important matters which the House has considered this year, but the debate was significant in that it showed that the House has some resentment toward Mayor Curley because it believes he is trying, beyond the bounds of propriety, to interfere with Boston legislation now before the General Court. Members said they were “sick and tired” of hearing that the Mayor of Boston wants this or does not want that, and they urged the House to stand by the Committee on Municipal Finance, which had reported the bill.

Incensed by “Must” Talk

The direct cause of the feeling in the Legislature is, in part at least, the visit which the Mayor and some of his heads of departments made to the State House on Wednesday, when they told Gov Allen that the two bills authorizing Boston to spend \$6,000,000 for street improvements must be amended in order to be satisfactory to the city officials.

The Committee on Municipal Finance has reported those bills also, and it was said in yesterday's debate that if the committee was beaten yesterday the result would encourage its opponents to make a fight for the defeat of the street bills when they come up.

When the bill in regard to the expenditures for public entertainment was reached yesterday Representative Fox moved his amendment. He argued that Boston should be treated like every other municipality and permitted to spend its full share based on the percentage set forth in the bill. Representative Higgins of Boston, who was in charge of the bill, said he believed \$75,000 was adequate for Boston.

Shattuck Objects to Ukase

Representative Fox replied that the bill was not satisfactory to the Mayor. That statement seemed to rouse the members of the House and they went on to say some sharp things about what they termed the unwarranted interference of the Mayor with matters of legislation affecting the city.

Representative Shattuck of Boston said the House should not be a mere rubber stamp and feel that it must obey the ukase of any person outside the body. Representative Snow of Westfield said he was sick and tired of having somebody run up to him every 15 minutes and tell him that this or that was not satisfactory to the Mayor of Boston.

“Who is this Mayor of Boston, anyway?” asked Mr Snow. “Is he bigger than the Legislature? Why should every bill affecting the city need the approval of the Mayor? Let's get down to business and stop talking about the Mayor of Boston.”

Aimed at Loans, Says Coakley

Representative Coakley of Chicopee spoke with considerable heat. “The committee,” he said, “has worked hard on this bill and reported a measure which should be satisfactory to everybody. These people who are trying to change it are not so much concerned about it as they are about two or three other matters which will come up in a few days.

“If they succeed in overturning the committee in this, they will set out to defeat it in the other matters next

Goodwin Calls Lyons's Charge Too Ridiculous

Says New Girls' High School
Is Only Bone of
Contention

Frank A. Goodwin, chairman of the Finance Commission, in reply to the statement of Dr. Joseph V. Lyons of the Boston School Committee, made last night in West Roxbury, that there is "a deep underlying plot to place the Boston school system under a State commission," made this statement today:

"The statement of Dr. Lyons that there is a plot to have the State take over the schools of Boston is too ridiculous to answer. The only quarrel between the School Committee and the Finance Commission is that the former wishes to spend \$1,700,000 to build a new Girls' High School, while the Finance Commission believes that that money should be spent to replace portables and old and unsafe buildings for smaller children.

"Dr. Lyons certainly has his nerve with him when he addresses an audience made up of parents of children now housed in portables and tells them that anyone is at fault but the School Committee.

"School costs have jumped from \$7,495,000 to \$20,307,000 in ten years; millions for shops, swimming pools, theaters, libraries, hot houses, machinery and abandoned school sites, while thousands of small children are still in portables and unsafe buildings."

Dr. Lyons was addressing about fifty persons living in the Brook Farm section of West Roxbury, who held a meeting in a portable school building in Temple street, which they desire eliminated in favor of permanent school buildings. Referring to the Brighton High School, which the present committee had nothing to do with, Dr. Lyons declared it a "crime" and an "outrage." He criticized rifle ranges and swimming pools, but claimed that the old schoolhouse commission was responsible.

"There are men in this city who would destroy the Boston school system if they had their way," he continued. "There is agitation to place the Boston school system under a State commission. It's a deep underlying plot of men who don't care for Boston, for the children, or the taxpayers. Conditions will be 100 per cent worse if you don't support the present school committee in its efforts to remedy the conditions we now have."

Then, speaking of Chairman Goodwin, he related that the City Council has given him \$10,000 to investigate school expenditures. "This money was given not to prosecute but to persecute the school committee," he declared. "It will be spent by that paid agent of the State, Frank A. Goodwin, a man who changes his mind over-night. One day, before a legislative committee, he said we ought to have the commission take charge, the next he declared the present committee to be composed of the finest type of men. He is nothing but a paid investigator, hectoring and heckling the elected committee.

"That man Goodwin, despite our need for money to build schools and that un-

employment situation, has absolutely blocked our getting any money to relieve either the school situation or the unemployment situation. Because of him, we cut our 10-year program to five, to three and to one. He is a jack of all trades, fighting the insurance people and fighting us. In one month he knows so much about schools that he feels qualified to tell us what to do. I frankly admit after my years of service and hard work that I have barely scratched the surface of the problem."

26

Mayor Curley speaks right out in his proclamation to Bostonians urging the observance in the schools of May 1, the 108th anniversary of the first Boston City Government, in such a way "that our children may be impressed with the nobility of patriotism and the worth of nationalism to the end that the spurious virtues and illusory values of factitious pacifism and insidious internationalism may be obliterated from their young minds, and the duty and dignity of loyalty, allegiance, and service to America and Americanism may be stamped on their souls."

RECORD 4/26/30

May Day Thoughts

Timely to the approach of May Day are pointed statements by two Greater Boston men in public life, Mayor James M. Curley of Boston and Congressman Charles L. Underhill of

Somerville.

Mayor Curley urges patriotic exercises in our public schools May 1 to combat the preachings of Communism. He calls attention to the fact that May 1 is the 108th anniversary of the organization of Boston's first city government. He calls for a celebration based on these ideas:

"Loyalty to America and its principles; loyalty to Boston and its splendid traditions and loyalty to the teaching and the conduct that makes for a contented city, a peaceful community and a united



Mayor Curley
harmonious people."

Congressman Underhill has filed with the House of Representatives a resolution asking for a sweeping investigation of any Soviet propaganda in the United States, especially in reference to attacks on organized religion. He also asks for appointment of a committee to inquire into the affairs of the Amtorg or Russian-American trading corporation and to determine whether Communist agitators in this country are receiving direct money aid from Moscow to further their work here.

Congressman Underhill believes that an inquiry would uncover facts which will seriously upset the "fancies of the 'light pinks' or intelligentsia who," as he puts it, "are giving aid and comfort to this deadly serpent which is dragging its slimy trail into and across all the nations of the world."

Mayor Curley's suggestion for patriotic school exercises on May Day to counteract Communistic influences rampant on that day is a sturdy, sensible one.

Likewise the inquiry sought by Congressman Underhill as to the financial sources of the Communist agitators in this country is a forthright idea.

As the member from Massachusetts says, it may jar some of the "parlor pinks" to know just with whom they are linked when they directly or indirectly encourage the wavers of the red flag in the land of the Stars and Stripes.



Cong. Underhill

Curley Calls Charlestown Factions To City Hall to Fix up June 17 Program

Mayor Curley took a hand yesterday in the squabble which is raging in Charlestown over the selection of Samuel Swanson as chief marshal of the Bunker Hill day parade. He ordered all factions to send representatives to a conference at City Hall Tuesday noon, when he will try to pacify them.

He declared that it was of no concern to him who is the chief marshal or the chairman of the celebration committee, but he was anxious to learn what the majority of the Charlestown organizations wanted. On that knowledge he will base his decision.

There has been strife in Charlestown for several weeks over the choosing of the celebration officials.

Councilman Thomas H. Green, who backed Thomas Flaherty for chief marshal, switched his candidate to the chairmanship of the committee and agreed to accept Swanson as the chief marshal.

There were many other candidates and among them was Albert J. Brickley.

All the aspirants for the two posts are veterans and the selection of Swan-

son and Flaherty, which has been officially approved by Mayor Curley, satisfied all factions except the Charlestown council, Veterans of All Wars, which is reported to have indorsed Brickley for chief marshal March 2.

Andrew J. O'Neill, vice-president of the council has threatened that the Veterans of Foreign Wars will be spectators instead of participants in the parade, unless Brickley is named chief marshal.

There appears to be little likelihood that the demand which has been voiced by O'Neill will be granted and it was said last night at City Hall that the opposition to Brickley was based on reasons which would be set forth in detail at the Tuesday conference.

Councilman Green had not returned from New York last night, but a spokesman declared that he would stand pat on Swanson and Flaherty and vigorously oppose any effort to have Brickley substituted for Swanson.

Charlestown people say that the scrap is not of a serious character and that it is but a repetition of similar controversies in past years.

CURLEY PLANTS ARBOR DAY TREE

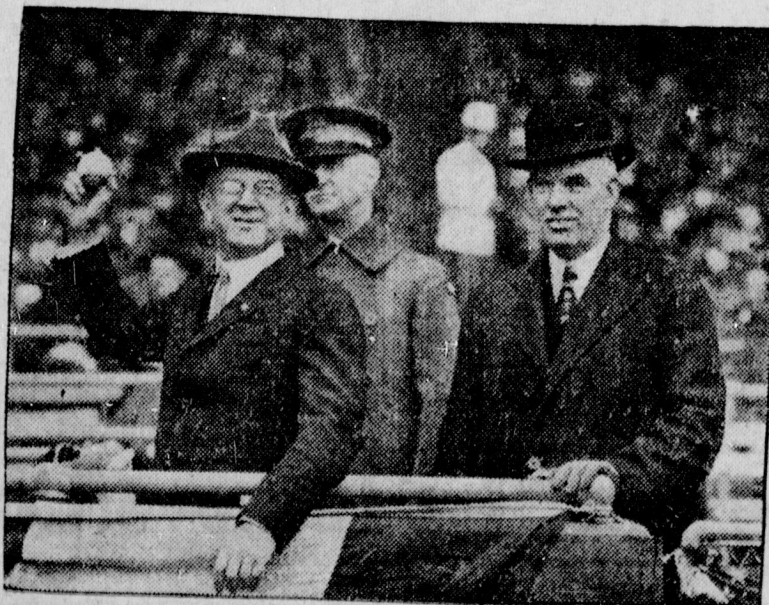
Mayor Wields Spade in Public Garden

In observance of Arbor Day, which is being celebrated everywhere throughout the country today, Mayor James M. Curley planted a tree on the Public Garden grounds near the George Robert White memorial.

Prior to planting this tree the mayor participated in similar exercises at the Children's Museum, Jamaica Plain, where his son, George, planted a tree. The mayor was also present on the Common when a tree was planted by members of the Daughters of the American Revolution.

In commemoration of the day, which is set aside each year to impress upon the people the importance and necessity of caring for the preservation of trees, plants, shrubs, and growth of all kind, like exercises were held in many parts of the state.

BELATED, BUT WELCOME



Lt.-Gov. William S. Youngman throwing out the first official ball of summer at Graves field. At the right is Fire Commissioner Edward F. McLaughlin, who substituted for Mayor Curley.

BOSTON'S STREET BILLS

The difference between City Hall and Beacon Hill in regard to appropriations for street repairs and new construction is easy enough to understand. There is general agreement that large amounts should be spent immediately, but City Hall is for one plan and the legislative committee on municipal finance favors another. The quarrel between the legislators and the mayor may be dismissed as of no particular importance. The basic facts of the situation are about as follows:

The city asked legislative permission last January to raise \$10,000,000, half to be spent on new streets, and half for paving those already accepted. There was a hearing on February 26th.

The city has now modified its demands. It asks \$6,000,000, half for old streets and half for new, the bonds for the former to run for ten years and those for the new to run for twenty, the money to be borrowed outside the debt limit. The committee on municipal finance suggests \$4,500,000, the bonds for the old streets to run five years and those for the new to mature in ten. The city is now willing to take 10 per cent. of the total cost in each case out of taxes. The committee desires that no money at all shall be borrowed outside the tax limit for repairs, unless 50 cents is placed on the tax rates. As to new streets, the committee also believes that, besides the 10 per cent. for taxes proposed by the mayor, the city shall borrow an additional 20 per cent. inside the tax limit. The mayor says that the life of the new streets would be from 25 to 40 years, and of the old, 20. The committee thinks that this is too hopeful a view. And there the matter stands.

G. G. A. HITS CITY'S BORROWING PLAN

Sees Taxes Prohibitive in Ten Years If Present Policy Is Adopted

For Boston to abandon the pay-as-you-go policy and launch into a reckless orgy of borrowing for annually recurring expenditures, there is no surer way to follow in the footsteps of Chicago, according to a statement issued today by the Good Government Association, in commenting on the situation between Mayor James M. Curley and the Legislative Committee on Municipal Finance.

It is admitted that no question has been raised as to the need for more work on Boston's streets, but the question is over the method of raising the funds. The city officials, according to the statement, are dissatisfied that the present administration should bear the major portion of the expense of reconstruction and repair.

The Good Government Association statement declares that if taxpayers 10 years from now must bear the mounting cost of Government, pay for repaving of streets 10 years earlier, as well as their own repaving and reconstruction, "taxes will be prohibitive, and we can count on Boston becoming the 'deserted village' of the future."

Commends Legislative Committee

The statement in full:

"The Committee on Municipal Finance of the State Legislature is to be commended for reporting favorably on a bill to make available to Boston \$6,250,000 for the reconstruction of old streets and the laying out of new streets, without departing too radically from the pay-as-you-go policy, and at the same time recognizing the urgency of the present situation. Mayor Curley, Public Works Commissioner Rourke and Mr. Goodwin, chairman of the Finance Commission, are agreed that it would not be possible for the city to spend a larger sum for these purposes in the next two years.

"In the present discussion no question has been raised as to the need for more work on Boston's streets, both for repaving and for new streets. There is some disagreement, however, on the method of raising the funds. City officials are dissatisfied that the present administration should bear the major portion of the expense of this reconstruction and repair work. They lose sight of the fact that repaving of existing streets is an annually recurring expense, however long the paving may last.

"They seem also to forget that the money for this repaving and the construction of new streets must be provided some time; the only question is whether it will be now or in the future. It does not take much vision to see that it will be no easier to pay for this work, plus interest charges 10 years from now, when there will be new

problems of repaving and construction, than it is today.

Steady Increase in Cost

"The cost of running the city (excluding schools) has shown a steady increase. In 1910 this item in the tax rate was \$9.26, and in 1929 it was \$15.52—an increase of \$6.26. School expenditures have also shown a steady increase, growing from \$2.69 in 1910 to \$9.29 in 1929—an increase of \$5.65. There is no immediate prospect that either item in the tax rate will decrease in the course of the next 10 years, but rather that it will maintain its upward march.

"If, therefore, taxpayers 10 years from now must bear this mounting cost of government, and at the same time pay for repaving and reconstruction of streets completed 10 years ago, as well as paying for their own repaving and reconstruction, taxes will be prohibitive, and we can count on Boston becoming the 'deserted village' of the future.

"The Committee on Municipal Finance, by permitting the city to borrow \$2,000,000 outside the debt limit on five-year bonds for reconstruction work, and \$2,500,000 on 10-year bonds for the making of highways, at the same time insisting that adequate appropriations be made in the tax levy of 1930, has chosen the middle course.

"It has become increasingly apparent of recent years that our highways have been neglected. While the demand for smooth paving and new streets has been increasing steadily, the appropriations to satisfy the demand have decreased. After deducting the expenditures from downtown street widenings, the total expenditures from loans for laying out and constructing highways under the last three administrations have been as follows: Mayor Peters (1918-21) \$3,000,000; Mayor Curley (1922-25) \$1,885,000; Mayor Nichols (1926-29) \$2,825,000.

"The expenditures for reconstructing and repairing streets by contract have also fallen off. The figures are as follows: Mayor Peters, \$5,138,000; Mayor Curley, \$3,466,000; Mayor Nichols, \$3,230,000.

Hits Mayor's Argument

"The Committee on Municipal Finance has in effect decided that the taxpayers of 1930 should not bear the entire burden of paying for this neglect, but on the other hand it has declared that it is unsound completely to abandon the pay-as-you-go policy and embark on reckless long-term borrowing for annually recurring expenses.

"The principle of pay-as-you-go for expenditures of the sort contemplated

in the present bill has long been accepted as sound. Massachusetts Governors, notable Cox and Fuller, have repeatedly emphasized the importance of adhering to this principle in their messages to the Legislature. Any departure from it would be a radical step backward toward the political device prevalent 20 years ago, of borrowing to shift payment of current expenses on to succeeding administrations. If Boston wishes to follow in the footsteps of Chicago, there is no surer way to do so than to abandon the pay-as-you-go policy, and launch into a reckless orgy of borrowing for annually recurring expenditures.

"We are in sympathy with any bonafide measure to relieve unemployment. The Mayor's argument that \$6,000,000 must be borrowed outside the debt limit for repaving and making of highways, because 40,000 are reported to be unemployed in Boston, is not sound. Does the Mayor know what percentage is due to temporary readjustments, and what percentage would undertake manual labor in the streets? Is the Mayor sure that the contracts under which the streets will be built or repaired provide for the employment of citizens of Boston exclusively? Even if he can answer these questions to the satisfaction of the Legislature, he should have difficulty explaining how his demands will provide more work for the unemployed than the bill reported by the Committee on Municipal Finance. The only difference is the method of raising the money.

"We hope the Legislature will act favorably on the report of its Committee on Municipal Finance, at the same time recognizing that the bill is only a temporary expedient to make up for the neglect of the past eight years. There should be a definite understanding that adequate provision will be made in the tax warrants of future years for repaving under contracts, and that the present bill is only to provide temporary relief. In other words we cannot state too emphatically that the principle of pay-as-you-go, which we have finally won in the past, should continue to be followed in the future, and that the present case is not to be a precedent."

Post 4/26/30

REWARD IN MURDER OF POLICEMAN

Curley Offers \$500 for Slayer's Arrest, Conviction

A reward of \$500 for the arrest and conviction of the slayer of Patrolman Franklin B. Dwyer of the Fields Corner station will be announced Monday by Mayor Curley, with the approval of the City Council, it was stated last night.

RALLY TO WIDOW'S AID

In a statement the Mayor referred to the case as an "appalling tragedy." He declared that the murder showed a "brutal disregard for human life, and the lack of fear of the consequences in the case of the slayer. The murder," the statement continued, "emphasizes the necessity for the most drastic character of penalties for persons guilty of the commission of crime and the adoption of a definite programme for the apprehension and prosecution which will make impossible the escape of any guilty person, or a means of preserving some semblance, at least, of respect for lawfully constituted authority."

While police were running down clues in an effort to apprehend the slayer policemen, business men, theatres and individuals rallied to the financial aid of the young widow and three small children of the slain officer.

Only One Still in Custody

Last night but one man remained in custody out of more than a dozen wearers of puttees and leather jackets picked up since the fatal shooting in the rear of the Spaulding Pharmacy early Wednesday morning.

Late yesterday, following an order flashed to all stations to pick him up for questioning, Allen T. Walker, giving a Tremont street, South End, address, was arrested as a suspicious person by Patrolman Peter McDonough of the La Grange street station.

Walker was taken to headquarters where, police said, he refused to answer questions. He was taken to the La Grange street station, and will be returned to headquarters today, where he will be grilled by Inspector James A. Dennessy of the homicide squad. Police claim that Walker has served three terms at Deer Island for burglaries similar to that in Dorchester, where Dwyer was shot.

Two Benefit Performances

Funds for the aid of the slain officer's widow were started yesterday in the police department and by the Dorchester Board of Trade. Managers of the Gayety and Fields Corner Public Theatres will hold benefit performances for the aid of the family.

Less than 40 minutes after Superintendent Crowley had telephoned permission to stations to make collections, Traffic Officer Eugene E. O'Meara of the Milk street traffic station was at headquarters with \$100, donated by men from that station.

Lester Michaels, manager of the Gayety Theatre, through Captain Herbert W. Goodwin of the La Grange street station, announced that a benefit performance of the show at his theatre will be held at midnight next Thursday. Morris Goldberg, manager of the Fields Corner Theatre, called at the Fields Corner station and proffered his theatre for a benefit any night that is desired.

Body Taken to Home

Early yesterday, following a meeting of the Dorchester Board of Trade, a fund was started. Cards were being placed in all shop windows last night announcing the fund. John M. Robinson, chairman of the Board of Trade, will be in charge of the fund.

The body of the slain officer was taken to his home, 80 Granger street, Dorchester, late yesterday and laid out in his police uniform. A delegation from the Boston Police Post, V. F. W., placed flags at the head and foot of the casket, while a steady stream of persons called at the home to pay tribute to the slain officer.

Official plans for the police detail at the funeral on Monday were announced yesterday by Superintendent Crowley. Captain Louis Lutz will be in charge of the detail, which includes six sergeants and 48 patrolmen from all stations. Six officers from the Fields Corner station will act as pallbearers.

AMERICAN 4/26/30

HUB GOLD STAR PLEA FUTILE

It will be impossible to modify the plan which requires New York as a point of embarkation for the gold star mothers on their pilgrimage to the graves of their sons in France, according to a letter received today by Governor Frank G. Allen from T. L. Davison, assistant secretary of war.

The letter was a response to Governor Allen's plea to Secretary of War Hurley that the New England mothers be allowed to sail from Boston instead of New York.

Mr. Davison expressed regret that the plan could not be changed. He said the schedule had been arranged following advices from the U. S. Lines that it would be impossible to put a ship into the port of Boston to pick up the New England mothers on the journey to France.

According to the schedule, ships will sail from New York on several different dates during May, June and July.

CALL CURLEY'S PLEA UNSOUND

Mayor Curley's argument that \$6,000,000 must be borrowed outside the debt limit for repaving and making of highways because 40,000 are reported unemployed in Boston is unsound, according to a statement by the Good Government Association today.

"Does he know what percentage is due to temporary readjustments, and what percentage would undertake manual labor in the streets?" the association asks. "Is the Mayor sure the contracts under which the streets will be built or repaired provide for the employment of citizens of Boston exclusively? Even if he can answer these questions to the satisfaction of the Legislature, he should have difficulty explaining how his demands will provide more work for the unemployed than the bill reported by the committee or municipal finance. The only difference is in the method of raising the money."

Post 4/26/30

PEACE MOVE IN PARADE ROW

Mayor Calls Conference of Charlestown Groups

Mayor Curley moved quickly yesterday to heal the sores caused in the ranks of Charlestown veterans over the selection of a chief marshal for the June 17th parade, by ordering a conference for next Tuesday noon in City Hall of all patriotic groups interested.

The Mayor's action was taken following reports that rival factions were dissatisfied with the appointment of Samuel A. Swanson as parade marshal, inasmuch as Albert J. Brickley had been endorsed by the Charlestown Council, Veterans of All Wars. Prominent veterans charged that this was a direct slap at the central council of veterans, and that they would not march.

Mayor Curley said yesterday that he had no personal interest in the appointments. He insisted that as the party was Charlestown's, the patriotic organizations of the district were given the privilege of selecting their celebration officers.

Contd HERALD 4/26/30

that is world-wide, and in the presentation of the street construction program with its possibilities for the relief of unemployment, I assumed I had also the confidence and support, not only of the committee on municipal finance, but of the Legislature in both branches; notwithstanding the outburst upon Thursday I still cherish that hope. It is unfortunate that any member of the Legislature should take offence because I have consulted the Governor, or the president of the Senate, or the speaker of the House, frankly I know of no right as a citizen that is forfeited by me when I assume the office of mayor and upon reflection I am inclined to believe that the members of the Legislature will concur in this conclusion.

TRANSCRIPT 4/26/30 G. G. A. Supports Committee View on Street Bills

Commends Legislators for "Pay-as-You-Go" Stand as Opposed to Curley

The Good Government Association today entered the controversy between Mayor Curley and the legislative Committee on Municipal Finance over the question of loans for Boston street improvements by taking sides with the committee. It commends the legislators for not departing "too radically from the pay-as-you-go policy."

In a formal statement, the association says that if Boston wishes to follow the footsteps of Chicago there is no surer way of doing so than to abandon the pay-as-you-go policy and "launch into a reckless orgy of borrowing for annually recurring expenditures." The text of the statement follows:

"The Committee on Municipal Finance of the State Legislature is to be commended for reporting favorably on a bill to make available to Boston \$6,250,000 for the reconstruction of old streets, and

the laying out of new streets, without departing too radically from the pay-as-you-go policy, and at the same time recognizing the urgency of the present situation. Mayor Curley, Public Works Commissioner Rourke and Mr. Goodwin, chairman of the Finance Commission, are agreed that it would not be possible for the city to spend a larger sum for these purposes in the next two years.

"In the present discussion no question has been raised as to the need for more work on Boston's streets, both for repaving and for new streets. There is some disagreement, however, on the method of raising the funds. City officials are dissatisfied that the present administration should bear the major portion of the expense of this reconstruction and repair work. They lose sight of the fact that repaving of existing streets is an annually recurring expense, however long the paving may last.

"They seem also to forget that the money for this repaving and the construction of new streets must be provided sometime; the only question is whether it will be now, or in the future. It does not take much vision to see that it will be no easier to pay for this work plus interest charges ten years from now,

when there will be new problems of repaving and construction, than it is today.

Steady Increase in Cost

"The cost of running the city (excluding schools) has shown a steady increase. In 1910 this item in the tax rate was \$9.26, and in 1929 it was \$15.52—an increase of \$6.26. School expenditures have from \$3.69 in 1910 to \$9.29 in 1929—an increase of \$5.65. There is no immediate prospect that either item in the tax rate will decrease in the course of the next ten years, but rather that it will maintain its upward march.

"If, therefore, taxpayers ten years from now must bear this mounting cost of government, and at the same time pay for repaving and reconstruction of streets completed ten years ago, as well as paying for their own repaving and reconstruction, taxes will be prohibitive, and we can count on Boston becoming the 'deserted village' of the future.

"The Committee on Municipal Finance, by permitting the city to borrow \$2,000,000 outside the debt limit on five-year bonds for reconstruction work, and \$2,500,000 on ten-year bonds for the making of highways, at the same time insisting that adequate appropriations be made in the tax levy of 1930, has chosen the middle course. It has become increasingly apparent of recent years that our highways have been neglected. While the demand for smooth paving and new streets has been increasing steadily, the appropriations to satisfy the demand have decreased. After deducting the expenditures from down-town street widenings, the total expenditures from loans for laying out and constructing highways under the last three administrations have been as follows: Mayor Peters (1918-21), \$3,000,000. Mayor Curley (1922-25), \$1,885,000. Mayor Nichols (1926-29), \$2,825,000.

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"The Committee on Municipal Finance has in effect decided that the taxpayers of 1930 should not bear the entire burden of paying for this neglect, but on the other hand, it has declared that it is unsound completely to abandon the pay-as-you-go policy and embark on reckless long-term borrowing for annually recurring expenses.

The principle of pay-as-you-go for expenditures of the sort contemplated in the present bill has long been accepted as sound. Massachusetts governors, notably Cox and Fuller, have repeatedly emphasized the importance of adhering to this principle in their messages to the Legislature. Any departure from it would be a radical step backward towards the political device prevalent twenty years ago, of borrowing to shift payment of current expenses on to succeeding administrations. If Boston wishes to follow in the footsteps of Chicago, there is no surer way to do so than to abandon the pay-as-you-go policy and launch into a reckless orgy of borrowing for annually recurring expenditures.

Views on Unemployment

"We are in sympathy with any bona fide measure to relieve unemployment. The mayor's argument that \$6,000,000 must be borrowed outside the debt limit for repaving and making of highways, because 40,000 are reported to be unemployed in Boston, is not sound. Does he know what percentage is due to temporary readjustments, and what percentage

would undertake manual labor in the streets? Is the mayor sure that the contracts under which the streets will be built or repaired provide for the employment of citizens of Boston exclusively? Even if he can answer these questions to the satisfaction of the Legislature, he should have difficulty explaining how his demands will provide more work for the unemployed than the bill reported by the Committee on Municipal Finance. The only difference is the method of raising the money.

"We hope the Legislature will act favorably on the report of its Committee on Municipal Finance, at the same time recognizing that the bill is only a temporary expedient to make up for the neglect of the past eight years. There should be a definite understanding that adequate provision will be made in the tax warrants of future years for repaving under contracts, and that the present bill is only to provide temporary relief. In other words, we cannot state too emphatically that the principle of pay-as-you-go, which we have finally won in the past, should continue to be followed in the future, and that the present case is not to be a precedent."

POST 4/26/30 CLOSED STREET FIRE HAZARD

Metropolitan Board Re- buked by Conry

The Metropolitan District Commission, through alleged incompetence, was charged last night by Traffic Commissioner Joseph A. Conry with creating a fire hazard affecting the entire western slope of exclusive Beacon Hill by depriving it of proper fire protection.

In a stinging rebuke administered to the commission, he further claimed that 450,000 automobile drivers were obliged to suffer annoyance because of its official actions and he intimated that its work was now receiving the attention of Attorney-General Joseph E. Warner.

The heated attack of the traffic head was occasioned by the decision of the Metropolitan board to close Embankment road to all traffic during repairs, contrary to the contract terms it had entered into with the contractor and in violation of an agreement reached by the two commissions some time ago.

Commissioner Conry pointed out that he had appealed to the Metropolitan officials to follow the original contract and agreement reached later without avail. The original contract for the repair work had called for work on only one side of the road at a time, permitting the movement of vehicles on the other side.

On April 19 the Metropolitan officials closed both sides of the road and since that date traffic is said to be in very bad condition in all sections near Embankment road. According to John F. Hurley, engineer of the Traffic Commission, more machines use Embankment road over a 10-hour period during the day than Washington street in the heart of the downtown section.

Traffic jams along Beacon and Charles streets have prevailed ever since the closing order and the police were obliged to place traffic officers at almost every street intersection within eight to 10 blocks of the important artery under repair.

No Attempt to Dictate to Legislators, Says Curley

At Same Time, He Upholds His Right to Consult Governor and Others on Measures Affecting City of Boston

Mayor Curley yesterday disclaimed any attempt to interfere with or dictate to the Legislature on its action relating to the street construction bills reported by the committee on municipal finance; but he vigorously defended his right to consult with Gov. Allen and legislative leaders in his efforts to obtain more favorable terms written into the measures affecting the city of Boston.

In an extensive communication to Speaker Saltonstall of the House he placed responsibility for the street construction program on the committee on municipal finance and the Legislature while chiding the members of the committee for their failure to act more speedily on the pending measures.

The outburst of resentment directed toward him in the House debate Thursday afternoon came to him as a complete surprise as he indicated that he was not informed that an attempt was to be made by his legislative counsel to obtain more liberal allowance for his convention and municipal entertainment fund, yet he defended the procedure of his spokesman as justified.

The bills over which the controversy developed slept peacefully yesterday in the committee on municipal finance with no indication that any action will be taken in regard to them until Monday or Tuesday. Meanwhile the Mayor was host at a Parker House luncheon to several of the Boston senators and it was reported that the bills were discussed.

In a brief statement Sen. Frank W. Osborne of Lynn, chairman of the committee on municipal finance, said: "The committee on municipal finance has concluded its hearings on the Boston street paving loan bills. I understand, however, that hearings have been resumed before the Governor, with the Mayor apparently laboring under the misapprehension that the bills had reached the executive chamber for consideration."

COMMUNICATION TO SPEAKER

The Curley communication to the speaker of the House reviewed his seven appearances at committee hearings during the current session of the Legislature and referred to the friendly relations existing between him and the Republican leaders, Gov. Allen, President Bacon and Speaker Saltonstall. The communication in part follows:

The account relative to debate at the session of the Legislature Thursday would indicate that I, as Mayor of Boston, have been endeavoring to dictate the programs and policies of the legislative committees. It has been further contended that I have sought to influence action of individual members of the Legislature and of committees with reference to legislation affecting the City of Boston

and that I have become obnoxious because of frequent trips to the State House in behalf of the people of Boston. I believe it but fair to direct the facts in the case to your attention in view of my past experience with the Legislature which I have found, when in possession of all the facts, invariably just and, not infrequently, generous.

I have attended, since the assembly of the Legislature in January, hearings upon seven occasions and in three of the seven cases when I appeared at the committee hearings of the legislative committees, it was upon invitation and I have refrained from appearing except where, in my opinion, pending legislation was vital to the welfare of Boston and its people. I have refrained from presenting myself too many times before legislative committees, not because precedent or law dictated that I should be denied the right that is common to any citizen, but because of the importance attached to the major measures in which I, as mayor of Boston, was interested.

BELIEVED VIEWS SHARED

I appeared, upon three occasions, before the committee on municipal finance and have been accorded such courtesy as to justify the belief that the members of the committee shared the views expressed by me with reference to major legislative matters affecting Boston and its people, and were apparently extremely anxious to aid me in solving the problems presented.

I appeared in behalf of a measure which would authorize cities and towns of the commonwealth to expend 1-200th of 1 per cent. of the valuation of the preceding year for the entertainment of distinguished visitors and assistance to conventions, and this bill was favorably reported, with a proviso, however, that the allotment to be expended in the case of Boston be \$15,000 less than the amount proportionately allowed to all other cities and towns of the commonwealth. While the discrimination against the city of Boston was, in my opinion, unjustifiable, I nevertheless was agreeable to acceptance of the bill as reported, even though I would have been justified in seeking the amendment presented. To seek a parity for Boston upon this measure of legislation with that accorded all the other cities and towns in the commonwealth, was, in my opinion, a perfectly proper and most commendable course to pursue, and one for which, though not consulted, I should have no hesitancy in approving, since the honor of the city was involved in

what was an unwarranted discrimination.

I appeared in behalf of a measure providing an expenditure in the sum of \$10,000,000 for street construction and it was necessary to open the Gardner Auditorium, the largest assembly hall at the State House, to accommodate the citizens of Boston interested in this measure. This measure of legislation represented the first definite, courageous step taken to provide a portion of the \$60,000,000 which, in the opinion of the commissioner of public works, is necessary to place the streets of Boston in condition usable for public travel. As a consequence of the hearing and subsequent investigations it has been determined that a sum not in excess of \$6,000,000 would be the maximum amount that could be expended, due to the delay in the starting of the construction program for the year 1930-1931. This most necessary measure of legislation was filed in January and a committee hearing was held on Feb. 20, and notwithstanding the unprecedented drain upon the public welfare department, the soldiers'

relief department, and every character of public and private charitable agency due to the unemployment in metropolitan Boston, estimated at 70,000 persons seeking work, to the present time no final action has been taken by the committee.

It has been customary for the city of Boston, prior to 1924, to permit the issuance of loans, both inside and outside the debt limit, upon a 20 or more year basis and with no requirement that any portion of the money to be expended be appropriated from current taxation. Nearly four months have elapsed since the presentation of street construction program legislation, the adoption of which would not only have made the streets of Boston usable for the millions of visitors which it is anticipated will attend the tercentenary observance of the founding of the city, but would have provided, in addition, opportunity for a livelihood for the thousands now receiving assistance from public and private charitable agencies.

NO ATTEMPT TO DICTATE

I have never attempted to dictate policy or program to the Legislature for the very excellent reason that a majority of the membership represents a political party other than that of which I am a member and have based the legislation presented by me purely upon merit. Responsibility for the street construction program, so necessary to every individual using the streets of Boston and to the great army of the unemployed, rests not with me but with the committee on municipal finance and the state Legislature. I have enjoyed, during my terms as mayor, friendly relations with the Governor of the commonwealth, Frank G. Allen; with the president of the Senate, Hon. Gaspar G. Bacon, and with the speaker of the House, Hon. Leverett Saltonstall, whom I recognize as the representatives of the entire citizenship of the commonwealth. I have a profound appreciation of the responsibility that is theirs, due in large measure to an industrial depression that is in no sense local, rather

AMERICAN 4/26/30

Mayor and Son Observe Arbor Day by Planting Trees



Mayor Curley officiated at the Arbor Day exercises at the Public Garden. He planted a maple tree in memory of Mrs. Harriet Bradbury, a sister of the late George Robert White, health center donor of the city.



George Curley, 10-year-old son of the mayor, stepped into the scene at the Children's Museum, Jamaica way, by wielding a spade to plant a European Linden tree at the Arbor Day exercises. (Staff photos.)

MAYOR CURLEY PLANTS TREE

Planting of trees by Mayor Curley and his 10-year-old son, George, featured the Greater Boston observance today of Arbor and Bird Day, officially designated by a proclamation of Governor Allen.

In the Public Garden the mayor planted a Norway maple in memory of Mrs. Harriet Bradbury, recently deceased sister of the late George Robert White, donor of the \$5,000,000 municipal fund of that name.

George planted a European linden on the grounds of the Children's Museum in the Jamaica way.

In accordance with the recommendations made by the Governor, forestry and bird organizations throughout the state observed the day by planting trees and furnishing "bird walks."

TRANSCRIPT 4/26/30

Arbor Day Trees Planted by Mayor

Official observance of Arbor Day by the city consisted of the planting of trees by the mayor. European lindens were planted near the Children's Museum, off Jamaica way, where Mayor Curley's son George set the tree and threw the first shovel of earth on its roots, and on the Public Garden and the Boston Common where the mayor performed the ceremony.

The tree on the Public Garden was planted in memory of Mrs. Harriet Bradbury, sister of the late George Robert White, near his memorial by Beacon and Charles streets.

GLOBE 4/26/30

DECLARES DISTRICT BOARD INCOMPETENT

Conry Scores Closing of Embankment Road

Says West Slope of Beacon Hill Is Exposed to Conflagration Peril

A stinging rebuke to the Metropolitan District Commission, charging that body with a "seasonal display of incompetency" in closing both sides of Embankment road, contrary to the provisions of the contract, was given yesterday by Traffic Commissioner Joseph A. Conry.

Commissioner Conry charged, among other things, that the action of the commission "has brought distress to hundreds of householders on the west slope of Beacon Hill, now exposed to the dangers of conflagration and denied proper fire defense."

He hinted that Atty Gen Joseph E. Warner has interested himself in the work of the commission, and "wonders" how long Gov Allen will "tolerate this situation."

The vehement words of Mr Conry came as a result of the Board closing up Embankment road while repairs are being made. The contract provided that one-half of the road be kept open during the construction and made a one-way street.

Traffic Jam Daily

Construction on the road began April 19, and since it was decided to close the road entirely there has been a bad traffic jam daily. Special police details have been placed in West End streets, and the flood of traffic, or-

minarily handled over the road, now goes through Charles, Brimmer, Cambridge, Chestnut and Mt Vernon sts.

Police officials appealed to Mr Conry to use his offices in an effort to get the commission to reopen part of the road to traffic and thus relieve congestion, and yesterday the Traffic Commissioner forwarded the request to Davis B. Keniston, chairman of the Metropolitan District Commission.

Commissioner Conry said he would write to the elected representatives of the people in the section affected asking their assistance in remedying the situation. These include Senator Henry Parkman, Representatives Henry L. Shattuck and Elliot Wadsworth and City Councillor Laurence Curtis 2d.

Conry's Statement

His statement follows in part:

"The seasonal display of incompetency of the Metropolitan District Commission is at its height. The Spring of '29 showed the appropriation of \$300,000 to pay the scandalous excesses of the Cottage Farm Bridge. Autumn came with its blunder of Bay State road and wanton waste of \$50,000. Now the annual Spring fever breaks out in the blockade of Embankment road.

"The Metropolitan District Commission was warned in advance against this action. Apparently it was unable or unwilling to accept sound advice.

"Four hundred and fifty thousand motorists must suffer annoyance because of the action of this board. How long the Governor will tolerate this situation is a question. Why he has endured the condition up to the present time is a mystery. Warner wonders why!"

Letter to Keniston

The letter to Mr Keniston reads in part:

"The closing of this road has worked serious inconvenience to thousands of citizens of Boston. A conservative estimate based on count shows that upwards of 15,000 cars pass over this road each day.

"The Police Department now calls

attention to the fact of the dangerous fire hazard that has been created by the action of your board in closing this road.

"In view of the formal and vigorous protest filed by Col Sullivan it is to be regretted that the matter of closing the road to traffic was not made a subject of discussion between the city authorities and the State Commission before final action was taken."

Commission's Attitude

The position of the District Commission was explained last night by William E. Whittaker of West Somerville its secretary. He said that it was decided by the board after careful consideration that it would be more advisable to close the road entirely and save nearly one month in the construction work.

He pointed out that even, when one-half of the road is left open, the numerous trucks of the contractor are required to use that portion of the road and there would be considerable congestion following. Furthermore, that situation would continue for about eight weeks, he said, whereas with the road closed entirely the job is expected to be finished in a month. He said that the middle of the road can be done much better if both sides are closed.

The Commission includes besides Chairman Keniston, Frank A. Bayrd, Malden; William F. Rogers, Braintree; George B. Wason, Brookline, and Charles H. J. Kimball, Dedham.

GLOBE 4/26/30

MAYOR WILL PLANT THREE TREES TODAY

Mayor Curley has a busy Arbor Day program laid out for him. At 9 o'clock this morning, accompanied by his son, George, the Mayor will plant a European linden tree at the Children's Museum, just a few steps from his home in the Jamaicaaway.

Then he will go to the Public Garden and plant a specimen of the Norway maple, in memory of Mrs Harriet Bradbury, a sister of the late George Robert White. This tree will be planted near the George Robert White Memorial.

Next, Mayor Curley will go to the Common, where he will plant a tree in conformity with the usual custom of the Mayor.

RECORD 4/26/30

Mayor Would Keep Day for Mothers

"From the beginning of time, men have received credit for deeds of bravery, but no man has ever equalled the bravery and fortitude of mothers in childbirth.

"To give men any share in a day which we have set aside for a tribute to motherhood would be entirely wrong. I cannot agree with Mr. Smith on this matter."

This was Mayor Curley's reply yesterday to the suggestion, endorsed by "Al" Smith and Rev. S. Parkes Cadman, that "Mothers' Day" be changed to "Parents' Day."

TRAVELER 4/26/30

The Gentleman from Westfield

BECAUSE Mayor Curley went to the Governor to enlist his aid in getting for Boston from the Massachusetts Legislature permission to carry out plans he has for the betterment of the city, certain members of the Legislature, their dignity hurt, are planning a campaign of persecution to be waged against the mayor.

This is cheap politics, and the men who engage in it should devote their time to doing what they were sent to the Legislature to do rather than waste it by opposition moves based on spite. The person most biting in his disparagement of the mayor of Boston was Representative Snow, and he comes from Westfield. The gentleman from Westfield said:

"I am sick and tired of having some one run up to me every fifteen minutes and tell me that a bill is unsatisfactory to Mayor Curley. Who is this mayor of Boston that he is more important than the Legislature? Why should every bill relating to Boston necessarily have the approval of the mayor before it may be passed?"

That's logical. Why should the mayor of Boston, elected by the people of Boston, have anything to say about how Boston should be run? Any person with an ounce of brains knows that the person to decide what is best for Boston is the representative from Westfield, Hampden County.

RECORD 4/26/30

Baroness Gives His Honor Shakespeare Book



(Daily Record Photo)

Mayor James M. Curley shown yesterday at City Hall as he received a book on Shakespeare from the Baroness A. M. von Blomberg, who visited the city yesterday. The baroness is well known for her writings on the Bard of Avon.

GLOBE 4/26/30

MAYOR CURLEY DENIES EFFORT AT INFLUENCE

Never Tried to Dictate to Legislature, He Says

Street Construction Program Put In on Its Merits, Asserts Executive

Denial of any attempt to influence committees or members of the Legislature with reference to legislation affecting the city of Boston was made yesterday by Mayor Curley in a letter to Hon Leverett Saltonstall, Speaker of the House of Representatives. The denial was made after reports of resentment expressed in the Legislature Thursday at what legislators regarded as an effort on the part of Mayor Curley to dictate what the legislators should do concerning Boston municipal affairs.

The Mayor declared that he had attended the Legislature but seven times, three on invitation, and refrained on other occasions, not because precedent or law dictated that he be denied the right of any citizen, but because of the importance attached to the major measures in which he was interested. He referred to his friendly relations with Gov Allen, Pres Bacon of the State Senate and Speaker Saltonstall, and declared that it was unfortunate if any member of the Legislature should take

offense because he had consulted them.

The letter said in part:

"I have never attempted to dictate policy or program to the Legislature for the very excellent reason that a majority of the membership represents a political party other than that of which I am a member and have based the legislation presented by me purely upon merit. Responsibility for street construction program, so necessary to every individual using the streets of Boston and to the great army of the unemployed, rests not with me but with the Committee on Municipal Finance and the State Legislature. I have enjoyed, during my terms as Mayor, friendly relations with the Governor of the Commonwealth, Hon Frank G. Allen, with the president of the Senate, Hon Gaspar G. Bacon, and with the Speaker of the House, Hon Leverett Saltonstall, whom I recognize as the representatives of the entire citizenship of the Commonwealth.

"I have a profound appreciation of the responsibility that is theirs, due in large measure to an industrial depression that is in no sense local, rather that is world-wide, and in the presentation of the street construction program with its possibilities for the relief of unemployment I assumed I had also the confidence and support, not only of the Committee on Municipal Finance, but of the Legislature in both branches; notwithstanding the outburst upon Thursday I still cherish that hope.

"It is unfortunate that any member of the Legislature should take offense because I have consulted the Governor, or the president of the Senate, or the Speaker of the House. Frankly, I know of no right as a citizen that is forfeited by me when I assume the office of Mayor, and upon reflection I am inclined to believe that the members of the Legislature will concur in this conclusion."

GLOBE 4/26/30

GOODWIN REPLIES TO LYONS' CHARGE

Calls School "Plot" Idea Ridiculous

Says Money Should Be Spent on Replacing Portables

Frank A. Goodwin, chairman of the Boston Finance Commission, yesterday issued a statement in which he declared that the charge of Dr Joseph V. Lyons of the Boston School Committee that there is a plot to have the State take over the schools of Boston is too ridiculous to answer.

The only quarrel between the School Committee and the Finance Commission, said Mr Goodwin, is that the former wishes to spend \$1,700,000 to build a new girls' high school while the Finance Commission believes that the money should be spent to replace portables and old and unsafe buildings for smaller children.

Said Mr Goodwin:

"Dr Lyons certainly has his nerve with him when he addresses an audience made up of parents of children now housed in portables and tells them that any one is at fault but the School Committee.

"School costs have jumped from \$7,495,000 to \$20,307,000 in 10 years; millions for shops, swimming pools, theatres, libraries, hot houses, machinery and abandoned school sites, while thousands of small children are still in portables and unsafe buildings."

CHARLESTOWN CELEBRATION PLANS SCRUTINIZED

Mayor Curley yesterday directed Frank A. Howland, assistant director of celebrations, to call a meeting for Tuesday noon in room 49, City Hall, to iron out the Charlestown celebration affairs.

Representatives of the veterans' organizations concerned in the June 17 celebration are requested to attend and arrive at a satisfactory decision regarding just who the people of Charlestown really feel should represent the district as marshal and chairman of the celebrations committee.

Two men have already been named but it is reported there is criticism and the Mayor wants the people of Charlestown to have their own selections, satisfactory to all if possible.

ADVERTISER 4/27/30

JAP GIRLS LIKE U.S. COSTUMES, SAY VISITORS

Goodwill Envoys Reveal Their
Countrywomen Bob Hair,
Play Basketball
TO VISIT WELLESLEY

Elaborate Program for Young
Women From Tokyo, in
Hub Until Tuesday

Three demure butterflies of Japanese girls, "envoys of gratitude" from Tokyo, alighted in South Station yesterday afternoon.

They were Miss Kimiko Ashino, Keiko Nakamura and Sumiko Tukuda, who had left Japan for the first time in their lives in order to tour America and thank her for the help Americans extended Japan after the earthquake of 1923.

All wore flowered violet kimonos with embroidered obis, and dainty clogs. They seemed a bit shy, but were nevertheless poised and gracious. Mrs. John T. Caldwell, of Washington, D. C., accompanied them as chaperone.

A reception committee headed by Courtenay Crocker met them at the train and conducted them to the Copley-Plaza, which will be their home until they leave Boston Tuesday morning. J. Phillip O'Connell and Miss Elizabeth A. Herlihy welcomed them in behalf of Mayor Curley.

MET THE COOLIDGES

Before going to the reception in their honor at the Museum of Fine Arts the young women received informally in their hotel suite and found time to tell reporters a little of their impression of America.

"Oh, but how can we compare American girls with Japanese girls when we have unhappily met so few!" said Miss Nakamura in her delicate little voice with its trace of accent.

"In America we have not had time to meet American girls and get acquainted. We meet mayors and governors and President. Not that that is not delightful!"

"Yesterday in Northampton it was Mr. and Mrs. Calvin Coolidge we met. They had told us that your ex-President never smiled. But he did! He was so nice, and Mrs. Coolidge so very nice! We had a very happy little visit in Northampton."

"President Hoover we liked very much, too, but he didn't have so much time to talk. In Hollywood we especially enjoyed having dinner with Mr. and Mrs.

DOUGLAS FAIRBANKS.

SPORTS IN JAPAN

Miss Tukuda ventured a few comparisons between Japanese and American girls.

"They wear American costumes a great deal in Tokyo," said she. "Especially in high school, where everyone wears uniforms. Some even bob their hair, though not many. And we have sports, too. Japanese girls are very fond of basketball."

"Yes, and some of us go into business as American girls do, become stenographers. Oh yes, we learn shorthand in Japan, and there are Japanese typewriters, too. Not, of course, with all the thousands of Japanese characters. The characters are simplified for business, and the keyboard is no larger than on an American machine."

Miss Rossa in City Hall Post

MAYOR CURLEY yesterday named Miss Sheila O'Donovan Rossa, of Brighton, secretary of the public celebrations department at City Hall.

Miss Rossa, a direct descendant of the Irish patriot, whose name she bears, is a gifted singer and is widely known in musical circles. She is vice-president of the Women's Democratic Club of Massachusetts.

In her new post she will be assistant to Philip J. O'Connell, director of public celebrations, and to ex-Mayor John F. Fitzgerald, chairman of the Tercentenary committee of Boston.



Sheila Rossa

Post 4/27/30

ROCHESTER ACTING MAYOR PAYS CALL AT CITY HALL

Isaac Adler, acting Mayor of Rochester, N. Y., visited Mayor Curley at City Hall, yesterday. The visitor, a former Harvard man, said he had received one of the Mayor's tercentenary invitations. Mrs. Adler is a former Boston woman.

Post 4/27/30

SEA-SHELLS AT THE AQUARIUM

Curley Accepts Collection Offered by Dunne

Sea-shells from all parts of the world will be placed on exhibition at the South Boston Aquarium, Mayor Curley announced yesterday when he accepted the collection offered as a gift to the city by Duval Dunne of 323 Washington street, this city.

Mr. Dunne explained that the exhibition will represent a life-time of work in collecting by his late father who travelled round the world. The Mayor has ordered Chairman William P. Long of the Park commission to place the valuable shells permanently on exhibition at the Aquarium, where cabinets, electrically illuminated, will be installed for their display. He urged that the cabinets be prepared in time for the Tercentenary celebration starting in a month.

A unique banquet feature was provided last night when hotel men from all parts of the eastern United States dined at the Copley Plaza Hotel as the closing feature of the New England Hotel Men's Exposition, seated with their wives at tables in a huge room which had been converted into a replica of a Spanish courtyard, with gay caballeros serving an appropriate menu.

Greetings of the Commonwealth were extended by Secretary of State Frederic W. Cook, who spoke of the tercentenary plans, while Traffic Commissioner Joseph A. Conry represented the city of Boston, bringing out among other things that if Massachusetts' 1,000,000 cars, stretched out in their usual parking positions, were placed end to end they would extend from Boston to San Francisco. More than 400 were at the dinner, which drew prominent hotel men from Florida, New York city, the Adirondacks and all parts of New England and Canada.

The honor guest at the dinner was Thomas D. Green of New York city, president of the American Hotel association. Others at the speakers' table were Philip E. Rice, president of the New York State hotel men's association; Earl A. Cadwell, secretary of the New York hotel men's association; George Crawford, secretary of the Atlantic City hotel association; William E. Deffenbacher, prominent Chicago hotel man and Marlon Manzer of St. Louis. Others were A. M. Guttererson, manager of the Prince George; Edwin C. Fogg, Hotel Roosevelt; L. G. Treadway, president of the New England hotel men's association; Arthur L. Race, president of the city of Boston hotel men's association, who acted as toastmaster; Charles H. Brown, president of the Massachusetts Hotel association; Clarence K. Dwinell of New York and Burton M. Fisher of New York.

The leads and chorus of the New Moon company appeared as one of the entertainment features.

Speakers at the banquet declared that the New England hotel business is on the boom, pointing to the pre-season and post-season bookings reported by resort hotels at the shore and in the mountains.

HERALD 4/27/30



THE FORMAL DEDICATION OF THE NEW BOSTON HERALD-TRAVELER BUILDING, which will occupy the entire corner at Mason and Avery Streets, Boston, occurred last Tuesday morning, when Mayor James M. Curley drove the first rivet in the super-structure, as movie men recorded the event that others might see and hear. His Honor, Mayor Curley, is shown in the centre of the picture; others in the group are Boston Herald-Traveler executives and the foremen in charge of construction. (Dart)

GLOBE 4/27/30 MAYOR'S SON PLANTS TREE AT MUSEUM

While hundreds of children looked on, George Curley, 10-year-old son of Mayor James M. Curley, turned the sod on the grounds of the Children's Museum, Jamaica Plain, yesterday for the planting of a European linden tree as part of the museum Arbor Day exercises.

Preceding the exercises an annual observance at the museum, the Saturday morning bird walk was held, more than 50 children being led around the Jamaica Pond section, where various species of Spring birds were pointed out and explained by the staff members.

The latter event was brought to an end early to enable the children to be present at the Arbor Day exercises, under the general direction of Miss Mildred E. Manyer.

Short addresses on the meaning of the day were given by museum staff members.

SHELL COLLECTION GIVEN TO CITY BY DUVAL DUNNE

A fine collection of shells, representing the lifetime work of the father of Duval Dunne of 328 Washington st. and offered to the city of Boston by Mr Dunne, was yesterday accepted by Mayor Curley. The shells were collected all over the world and are very valuable.

The collection will be placed on exhibition by Chairman Long of the Park Department in the Aquarium at South Boston, in electrically lighted cabinets.

POST 4/27/30 MAYOR INVITES THE ZIONISTS TO BOSTON

An invitation to the Zionists to hold their annual convention here during the last week in June in connection with the Tercentenary celebration was sent late yesterday by Mayor Curley to President Louis Lipsky of the Zionist Organization of America at New York.

In his telegram, the Mayor stated "In behalf of the citizens of Boston, I extend your organization cordial invitation to hold your convention in this city during the last week in June and beg to assure you of my hearty co-operation for its success."

HERALD 4/27/30 CURLEY TO OFFICIATE BUILDING CEREMONY

Mayor Curley will make the first electrical weld on the new 14-story office building at 182 Tremont street, being built by the Edison Electric Illuminating Company of Boston, Tuesday morning at 10 o'clock. This will be the first electrically welded building in New England. Fully 200 officials identified with the utility, civic, advertising, industrial, construction and architectural work will be present. Remarks will be made by Mayor Curley, President Charles L. Edgar of the Edison company, and Prof. F. P. McKibben, consulting engineer on structural steel design.

Plants Tree



—Staff photo

WHILE Mayor Curley looked on, his son, George, yesterday planted an European linden in the Jamaica way in the observance of Arbor Day.

CURLEY PLANTS ARBOR DAY TREES

With his son, George, 9, giving help with the spade, Mayor Curley did his bit in the state-wide observance of Arbor Day yesterday by officiating at the planting of three trees.

George did the actual digging at the Children's Museum in Jamaica Plain in the morning, when a European linden was planted. Scores of youngsters looked on.

The mayor next officiated at the planting of a Norway maple near the George Robert White memorial in the Public Gardens.

This tree was planted to the memory of Mrs. Harriet Bradbury,

sister of the late George Robert White. Mrs. Bradbury bequeathed half of her \$12,000,000 estate to the Boston Art Museum and the remaining portion to the Massachusetts General Hospital.

The Mayor then participated in the planting of a tree on the Boston Common. The actual planting was done by members of the D. A. R.

A rather belated observance of Arbor day will be held at the Children's Museum tomorrow when three Japanese young women from Tokyo, now visiting Boston on an unofficial good-will tour, will take part in the planting of Japanese flowering shrubs around Jamaica Pond.

JOBS TAKEN BY MACHINES SAYS MAYOR

Urges Cutting Down Mechanical Work in Favor of Man Power

Restriction of the operation of industrial machinery to give man-power a chance, was suggested by Mayor Curley at the Twentieth Century Club yesterday as a means of relieving unemployment.

The mayor's topic was "The Metropolitan Boston," and he devoted the first part of his talk to that subject. Declaring the problem would "solve itself when the facts are presented," he then turned to unemployment.

The Communist party in Boston, he said, had applied to him for a permit to hold a meeting May 1 on Boston Common, and the Mayor said he was inclined to grant it.

"They may have a case," he said.

He explained this comment by taking up the question of the thousands out of work. Although our



(c) Bachrach
Mayor Curley

national wealth is estimated at \$400,000,000,000, one-third the wealth of the world, the mayor said, it is controlled by only 2 per cent of the people in the United States.

POOR IN MAJORITY

He quoted Secretary of Labor Davis that 86 per cent of the American people are poor.

Mayor Curley told of construction operations after the war in which Boston provided work for ex-soldiers, sailors and marines. He cited subway extensions and the Maverick sq. station.

This work, he declared, saved \$1,000,000 in doles. Last year, he continued, the money spent in relief and doles was an increase of 800 per cent over that immediately following the war.

"Many people think," the speaker said, "that those out of work are principally old people. This is not so. In industry a man or woman is often old at 45, worn out by the strain of factory work."

"The great majority of unemployed are men and women of 45 or over. It is a serious problem. In Boston there are now 400 families without heads, to which we pay an average of \$17 a week each for support."

FOR MACHINE RESTRICTION

Introduction of the steam shovel, he declared, has taken a livelihood from 1,000,000 men in the past five years.

"This country can produce in seven months all that the whole country can consume in a year," said the Mayor. "One measure of farm relief is to restrict the area of planting, so as to keep up the price of grain."

"How about restricting the number of hours machinery shall operate, in order to give an opportunity to the individual worker? We have got to determine speedily between the dole system, which strips man of initiative and makes him a weakling and a coward, and a system of industry that shall encourage effort and thrift."

In stressing his plan of a "metropolitan" Boston that shall include adjacent communities Mayor Curley urged economic necessity. He cited the usefulness of the Metropolitan District Commission in solving certain large community needs.

"Smaller communities would find it difficult to maintain water supply, sewage disposal, and so on, without some such organization," said the Mayor.

Mayor Curley speaks right out in his proclamation to Bostonians urging the observance in the schools of May 1, the 208th anniversary of the first Boston City Government, in such a way "that our children may be impressed with the nobility of patriotism and the worth of nationalism to the end that the spurious virtues and illusory values of factitious pacifism and insidious internationalism may be obliterated from their young minds, and the duty and dignity of loyalty, allegiance, and service to America and Americanism may be stamped on their souls."

Cont'd

HERALD 4/27/30

that situation before building any more expensive high schools.

BUSY LEGISLATURE

The Legislature was extremely busy during the week. Slightly more than 80 bills were reported out for action in both branches and eight committees have executive meetings scheduled for tomorrow and Tuesday. Those executive sessions mean that the committees are about prepared to finish up with most of their measures.

Meanwhile the leaders find time to get around the state to discuss the situation with the voters. Gov. Allen speaks Tuesday night at New Bedford before the allied Republican clubs of that section. Another guest will be Miss Helen Varick Boswell, prominent New York Republican, who has the distinction of being the first woman vice-president of a labor bank in the country.

President Bacon of the Senate is tied up with numerous speaking engagements before Republican clubs in many sections of the state. He is scheduled to deliver an address on states rights this afternoon before a large assembly in the town of Rowley.

In a speech at Saugus the other night Bacon was rather harsh in his criticism of the United States Senate. He characterized the incompetency of the Senate as a burden on the back of the Republican party. "Unfortunately," he said, "a majority of this body masquerades under the label Republican, though some of them disgrace the designation. The party has no greater liability than some of these estimable gentlemen. They have blocked constructive legislation. They have joined with the Democrats and have succeeded in accomplishing nothing."

Both President Bacon and Speaker Saltonstall, in their public utterances, have talked optimism and steadily declined to see any sound reason for viewing the approaching election with alarm. Both have expressed pride in the accomplishments of the current administration.

FORESEES UNITED FRONT

Saltonstall has readily admitted the presence of obstacles and problems, but he has predicted that proper solutions are certain to be made within the party and foresees nothing but a united front.

During the last few weeks he has appeared on the platform in Lexington, Gloucester, Cambridge, Saugus, Winthrop, Somerville, Needham, Malden, Wollaston, Wrentham, Melrose, Brockton and Attleboro, his assemblies being chiefly Republican clubs.

The speaker has recognized prohibition as a serious and important issue, but he has refused to accept it as the only one. He has discussed tariff, unemployment, taxation, public utilities and such subjects and reports that his audiences seem to be as much interested in them as in prohibition.

The list of names to be forwarded by Gov. Allen to his executive council at its weekly meeting on Wednesday

will be anticipated eagerly. Not yet has the nomination of former Speaker John C. Hull been submitted for confirmation as director of the division of sales of securities, while the legal time will have expired for the appointment of a group of special justices for district courts.

There have been reports that Gov. Allen intends to give one of the appointments as special justice to a Negro and another to a Jewish woman. Because of the pressure and the fact that the services of the special justices are not imperative at this time, Gov. Allen eventually may decide to permit the entire list to go over until after the election.

G. G. A. OPPOSES CURLEY'S PLANS

Backs Legislators Against Long Term Street Bonds

SAYS EXPENDITURE RECURS ANNUALLY

The Good Government Association has indorsed the decision of the legislative committee on municipal finance about the methods of financing street improvements for which the expenditure of \$6,000,000 in two years has been recommended.

DISAPPROVED

In a statement, yesterday, the association expressed the idea of Mayor Curley to pay for street improvements by bond issues covering a period of from 10 to 15 years and set up the claim that the taxpayers 10 years hence should not be forced to contribute to the cost of streets repaved this year and next.

"In the present discussion no question has been raised as to the need for more work on Boston's streets," the statement read, "both for repaving and for new streets. There is some disagreement, however, on the method of raising the funds. City officials are dissatisfied that the present administration should bear the major portion of the expense of this reconstruction and repair work. They lose sight of the fact that the repaving of existing streets is an annually recurring expense, however long the paving may last."

WILL BE NEW PROBLEM

"It does not take much vision to see that it will be no easier to pay for this work plus interest charges 10 years from now, when there will be new problems of repaving and construction, than it is today."

The statement set forth that the cost of municipal government, exclusive of schools, has shown an increase in the tax rate since 1920 of \$6.26 and that school expenses have jumped from \$3.69 in the tax rate in 1910 to \$9.29 in 1929.

"There is no immediate prospect that either item in the tax rate will decrease in the course of the next 10 years," said the statement. "It will

maintain its upward march," it predicted.

"If, therefore," the association believes "taxpayers 10 years from now must bear this mounting cost of government, and at the same time pay for repaving and reconstruction of streets completed 10 years ago, as well as paying for their own repaving and reconstruction, taxes will be prohibitive, and we can count on Boston becoming the deserted village of the future."

FIVE-YEAR PERIODS

Departure from the pay-as-you-go policy is criticised; but the limitation of bond issues to five-year periods is cited as a commendable plan if the present policy is to be abandoned, which will lead "to following the footsteps of Chicago by launching into a reckless orgy of borrowing for annually recurring expenditures."

On the question of relief of unemployment which Mayor Curley has emphasized, as one of the benefits of a broad street program, the association asks what percentage of unemployed would undertake manual labor in the streets, and what assurance the mayor has that contracts for street work will provide for the employment of Boston citizens exclusively.

The relief of unemployment will be as great under the financial plan of the committee on municipal finance as under the plan which the mayor desires, it argues.

Mayor Curley said last night that he might answer the statement of the Good Government Association tomorrow.

MAYOR PLANTS TREE TO MARK ARBOR DAY

Arbor day was recognized by the park department, yesterday, by the planting of trees at Jamaica Pond, the Public Garden and the Common.

In the presence of a large group of children, early in the morning, George Curley, son of Mayor Curley, planted a tree near the children's museum at Jamaica Pond.

The mayor did the planting of a tree in the Public Garden in memory of Mrs. Harriet R. Bradbury. The tree was placed close to the George Robert White memorial. The late Mrs. Bradbury was a sister of Mr. White.

The third tree was planted on the Common by representatives of the Daughters of American Revolution.

MAYOR PLEADS FOR METROPOLITAN PLAN

A gathering which filled the Twentieth Century Club auditorium yesterday afternoon stood up to applaud Mayor James M. Curley at the close of an address in which he pleaded for a metropolitan Boston and vigorously attacked present industrial conditions in the United States.

LIGGETT'S 'I HAVE NOT RESIGNED' RECALLS 'DO NOT CHOOSE TO RUN'; BUT HE'S EXPECTED TO HOLD ON

By W. E. MULLINS

When Louis K. Liggett was asked last week to comment on the recurring reports that he was about to resign as Massachusetts member of the national Republican committee, it was significant that his reply was limited to the brief Coolidge statement that "I have not resigned."

Undeniably those four words were eloquent in covering the situation as it then existed; but, like the memorable "I do not choose to run" statement, they left the door open to speculation of all descriptions. Had he made it conclusive to the extent of adding, "and, furthermore, I have no intention of resigning," the reports could have been forthwith dismissed as having no foundation in fact.

That the thought of retiring from his position of distinction in the world of politics had occurred to him more than a fortnight ago, seems to be reasonably certain. Pressure has been brought to bear on him to remain on the throne until after the election, and indications now are that he has banished the thoughts of retiring. His recognized genius as an organizer cannot be minimized. It will be an asset of immeasurable value as the campaign progresses.

One of the reasons for his desire to retire to the ranks is reported to be his dissatisfaction with the liaison between Washington and Massachusetts. The election of a Republican senator, however, is the prime consideration, and he may be relied on to have a place on the firing line, whether the candidate is entirely satisfactory to him as a wet or partially so as a dry.

Dry Republican candidates almost invariably are confident of having united support in the elections because once nominated they may depend on having almost the full voting strength of the party. Prohibition does not rate as an issue of chief importance with the Republican wets. That has been demonstrated repeatedly.

BUTLER AND DRAPER

William M. Butler and Eben S. Draper, the two announced candidates for senator, will move into more prominence this week as both are ready to open their campaign headquarters in Boston. Butler already has started out on a schedule of speaking engagements, while Draper is preparing to follow suit.

This being the season for rumors there was wide circulation given to one during the week that Gov. Allen had about decided that he would not be a candidate for re-election. The report was brought to the attention of John D. Wright, his secretary, and he

speedily dismissed it as idle comment that should not be dignified with denial. "Of course the Governor will run. The party would not permit him to retire even if he so desired," was Wright's conclusive comment.

The Governor has been subjected to criticism from two directions recently, one for not demanding the retirement of Police Commissioner Wilson, and the other for his willingness to "play ball" with Mayor Curley. Republican legislators murmured repeatedly during the week against the close relations said to exist between the Republican Governor and the Democratic mayor.

If that criticism were justified it might also be extended to former Gov. Fuller, who has openly expressed his admiration for the character of the Curley administration as it has been unfolded since he took office shortly after the New Year. The mayor's quarrel with the legislative committee on municipal finance was the first real rupture of any description to break out since he succeeded Mayor Nichols.

Mayor Curley is eager to avoid an increase in the tax rate if he possibly can do so, but he is equally determined to proceed with his ambitious program of public works construction. During the first year of Nichols's term, Nichols raised the tax rate and then proceeded to pare it in each succeeding year. He inherited many obligations from the Curley regime of 1922 to 1925 and now Curley has become heir to some equally unwelcome obligations.

SPIRIT WAS DORMANT

In seeking the assistance of Gov. Allen and the legislative leaders Curley merely brought to the surface a spirit of unfriendliness which had been dormant. Now he must put up a fight for a liberalization of the terms for the money he wants to borrow for his street construction program. The committee may give way in some unimportant items, but there is scarcely a chance that he will succeed in getting what he wants.

The bills will be reported from the committee into the Senate once again this week and then will be launched the legislative fight which he hopes will result in overturning the reports. It promises to be an interesting conflict with the odds in favor of the committee on municipal finance.

The Curley bills will not dominate the legislative sessions. There also is the taxicab stands measure, which has some additional progress to make in the House before it goes into the Senate altogether different from what it was when the Senate sent it over to the House early in the week.

The influence of Representative Henry

L. Shattuck of the Back Bay was regarded as the most powerful factor in having the Finnegan bill substituted for the committee report. In the Senate, Henry Parkman, Jr., will exert his influence to keep the measure on its way to enactment. With the announcement during the week from Charles H. Innis that he is counsel for one of the taxicab companies, and the unfavorable terms contained in the bill for the chain cabs come thoughts of the struggle for political supremacy which he waged with Senator Parkman. Now comes a renewal of it.

Added to those controversial measures is the expectation that the proposed legislation for old age assistance may be reported during the week from the House committee on ways and means. If that measure ever is enacted into law without numerous definite changes there will be a confusing situation raised in relation to the care of the needy, aged citizens.

PUBLIC BEQUEST FUND

There already is a statute called the public bequest fund, enacted two years ago, to provide means through bequests, gifts and contributions to care for "worthy citizens of the commonwealth, who by reason of old age and need are entitled thereto, no man under 65 and no woman under 60 being entitled to help from such fund."

If the proposed old age assistance law is enacted, placing control under the public welfare department, with the fund under the state treasurer and secretary, it will be interesting to ascertain which will receive the more applications and how the two will work out with their divergent details.

Little is known of the fund, because it has not been advertised. Something like \$30,000,000 has been left for charitable purposes in the state since the fund was started.

Another dispute staged last week was between Chairman Frank A. Goodwin of the finance commission and the Boston school committee. The committee on municipal finance also figured in that, having, as it does, the decision to make as to whether it should permit the school committee to build a new girls' high school at a cost of \$1,500,000 or compel the school committee to spend that amount for building small elementary schools to replace the portables and the unsafe wooden and second-class buildings.

Goodwin, in his argument before the committee on municipal finance, did not deny the necessity for a girls' high school, but he insisted that with 20 wooden schools, many without proper fire protection; some 80 second-class buildings, some without fire escapes; and some 60-odd schools equipped with the old latrine system not now permitted, the time has come to remedy

Post 4/27/30

25,000 FOLK IN HUB NEAR STARVATION

Poor Relief Likely to
Reach \$3,000,000,
Says Curley

ASKS EXPERTS' HELP
TO SOLVE PROBLEM

Urges Five-Day Week,
Eight-Hour Day—
Raps Dole

Warning that the demands upon the city treasury for poor relief threaten to reach the \$3,000,000 mark this year, representing an increase of 50 per cent, Mayor Curley yesterday appealed to the philanthropists and experts of the 20th Century Club to lend their services towards a solution of the world labor problem.

WORKLESS FIVE MONTHS

Stating that the government had provided farm relief and that the programme had gone as far as to restrict the acreage to be devoted to production, the Mayor suggested the adoption of the five-day week, the eight-hour day and the restriction of the use of machinery to eight hours a day as a possible solution for the people engaged in industry.

MAYOR ADLER CALLS ON MAYOR CURLEY

As the first visitor responding to the tercentenary invitations recently sent throughout the country by Mayor Curley, acting Mayor Isaac Adler of Rochester, N. Y., yesterday called at City Hall and had a chat with the Mayor. He explained that he was a Harvard graduate, and that Mrs. Adler was a native of this city, having moved to Rochester following their wedding. The acting mayor will take back to his home city an invitation to the people to attend the Boston tercentenary celebration this year.

He expressed the belief that such a system might well provide permanent employment in industry, complaining that at the present time the year's supply is produced in seven months, throwing the workers upon the mercy of the taxpayers for the remaining five months of each twelve.

Given Tremendous Ovation

The Mayor was given a tremendous ovation by his audience after he complained that the dole system robbed the applicants of their initiative, spirit of independence, character and courage and made cringing cowards of men able and willing to earn a livelihood if provided with the opportunity.

He related how he took 2000 war veterans off the soldiers' relief and the public welfare payrolls during his last administration and placed them in gainful employment, constructing the Maverick square extension of the East Boston rapid transit tunnel and saving \$1,000,000 for the city relief departments.

Worker Over 45 Unwanted

While American inventive genius had speeded up production, he said, it also resulted in a system where the worker of 45 years of age becomes an old man, unwanted in industry. He declared that a great majority of the 800 men and 200 women who march to the Chardon Street Home and woodyard daily to perform little duties bringing them \$5 a week are 45 years old or slightly more.

Declaring that there are 4000 other homes of widows and dependents receiving an average of \$17 a week from the city, the Mayor protested that out of Boston's population of 800,000 there are 25,000 "near starvation, battling to keep body and soul together in this, the most intelligent city in the entire United States."

Great Wealth in Hands of a Few

Quoting government reports relating that 60 per cent of the wealth of the nation was controlled by two per cent of the people, the Mayor stated "We talk joyfully of the progress we are making in building up the wealth of the country now boasting a third of the world's wealth, unmindful of the fact that prosperity does not depend upon the dividends for the two per cent in control, but upon the general distribution of the created wealth of the nation."

"It was not a few millionaires who made the Ford industry successful, but the ability of the average American to buy a car. In the light of these facts, I wonder if it is not time to give some thought to the individuals in industry?" questioned the Mayor. "I wonder if the time has not come for the consideration of the five-day week and the restriction of the use of machinery in industry to eight hours a day."

"This government can exist so long as there is respect for lawfully constituted authority. The base of our government depends on a degree of economic justice enjoyed by its citizens. Deprive them of that and you sap the foundations of the best government ever reared in the knowledge of man." Scheduled to speak on Greater Boston, the Mayor explained that a commission, headed by Professor Joseph H. Beal of the Harvard Law School has been making a study of the government of greater cities, including London, and until the report of the commission is available, he will refrain from a discussion of the matter in deference to the experts who are devoting their time to the study.

Seated next to Mr. Curley as a special guest at the luncheon was Mayor Patrick J. Duane of Waltham.

BACK CONRY'S ROAD PROTEST

Embankment Plea Reasonable, Says Wadsworth

Representative Eliot Wadsworth of the Back Bay, in a letter to Traffic Commissioner Joseph A. Conry, took sides with the latter and Colonel Thomas F. Sullivan in the protest against the closing of Embankment road by the Metropolitan District Commission while the road is being resurfaced.

Following his attack on the commission Friday in which he charged that they broke their agreement with the city to keep half of the road open to prevent traffic congestion, Commissioner Conry admitted yesterday that nothing can now be done about the matter as the road is torn up.

The letter from Representative Wadsworth was in answer to one sent by Commissioner Conry. Similar letter were sent to other representatives and Senators from the district.

The letter read: "Dear Mr. Conry—I have your letter of April 25, and I am much interested in what you say as to the closing of Embankment. I have observed the situation every day on the way to and from the State House and on other occasions.

"It seems to me that Colonel Sullivan's protest was a reasonable one. Even if the one-half of the road had been kept open and used as a one-way street, it would have done so much to relieve the traffic which is so heavy in spring."

CURLEY WIRES AMOS REGARDS

Radio Star Flooded With
Congratulations

CHICAGO, April 26 (AP)—"Yes, suh, all these presents and flowers and telegrams must be dee-served!"

It was Freeman Gosden—the first half of the radio firm "Amos and Andy"—speaking. He spoke from his wife's room in the Henrotin Hospital, where on Wednesday his daughter, Virginia Marie, was born.

Amos emerged from a sea of telegrams, flowers, candy and baby pillows. He emerged in time to receive a new wave of telegrams, one from Mayor James M. Curley of Boston, another from M. H. Aylesworth, president of National Broadcasting Corporation, another from the Roxy Theatre to the effect that "the glass is held high for Virginia Marie."

At the same moment a basket, containing enough whatnots to supply Virginia Marie for several months, was delivered. Amos gasped for breath and gazed admiringly at his tiny daughter.

"Yes, suh," gloated Amos, "such popularity is dee-served—by a baby like her."

GLOBE 4/27/30

JAPANESE GIRL ENVOYS HERE WITH THANKS FOR QUAKE AID

Three Dressed in Kimonos Arrive For Series of Receptions by Societies, City and Wellesley College

Dressed in kimonos of purple, three Japanese girls arrived at the South Station yesterday afternoon as envoys of gratitude from Japan, bringing the thanks of their people "for the timely and generous aid extended by the Government and people of the United States to the sufferers of the disastrous earthquake and fire."

The three girls—of the original five, two suffered from colds and were forced to drop behind—spoke of Boston as an intellectual city, when interviewed at the Copley-Plaza.

Standing side by side and talking in low, soft voices, they greeted friends and well-wishers with bows and friendly smiles. They like America, and it appears that they are to like "the intellectual city." In no sense did they appear tired by their whirlwind tour.

Japanese Girls Have Bobs

Questioned by reporters they gave the following information: Mary Pickford and Janet Gaynor are the most popular movie stars in Japan; Japanese girls bob their hair but do not smoke; Japanese girls wear occidental clothing, particularly when it rains; like athletics and enjoy studying.

One of the Japanese expressed the desire to come to America to study.

The envoys are Miss Kimi Ashino, Miss Sumiki Tokuda and Miss Keiko Nakamura. Accompanying them are Mrs. J. K. Caldwell of Washington and Hidesaburo Yokoyama, representing the Jiji Shimpō of Tokio, under whose auspices the people's envoys were sent to America.

The party was met at the South Station by Courtenay Crocker, chairman of the committee of welcome, president of the Japan Society and honorary Japanese consul in Boston, and

representatives of Mayor Curley of Boston and the Japan Society.

Last night a reception was held at the Museum of Fine Arts, following an introduction over the radio at 7:30 by Mr. Crocker, who broadcast information about the envoys over WNAC. The reception was held at the Museum of Fine Arts through the courtesy of the trustees under the auspices of a group of local organizations.

Program for Two Days

Today the envoys will visit the Gardner Museum in the morning. Luncheon at Wellesley College will follow, where they will be the guests of Pres. Ellen Fitz Pendleton. Later in the afternoon they will take a sight-seeing trip to Lexington, Concord and Cambridge under the auspices of the American Red Cross. Tea will be served them at the American Red Cross Headquarters, 347 Commonwealth av. At supper they will be the guests of the Japanese Student Association of Greater Boston.

Mayor Curley, who is a member of the Order of the Rising Sun of Japan, has made extensive plans for the entertainment of the Japanese envoys tomorrow. The girls will be the guests of honor at a luncheon given by the Mayor in the salon of the Copley-Plaza. The Mayor has invited also as guests Japanese students of Boston, including Miss Tsuya Matsuki, Yoshi Tokunaga, Yoshiko Mori, Ema Okonogi, Chieko Utsumi, Haruko Oae, Margaret Matsui, Fuki Wooyenaka, Yuri Kawakami and Louise Izumeda. The envoys will receive gold wrist watches.

At the conclusion of the luncheon, automobiles will take the party to Jamaica Pond where 300 cherry trees from Japan will be planted. The gift of the National Educational Association of Japan was presented upon the suggestion of the official representative of the Japan Society in Boston.

MAYOR ADDRESSES 20TH CENTURY CLUB

Mayor Curley had the floor much of the time at a large meeting of the Twentieth Century Club yesterday afternoon. He discussed conditions in and around Boston, and was roundly applauded several times.

The conditions of employment in the city and the causes of its curtailment were touched upon. Approximate number of persons out of work was stated. This led to comparison with other large cities.

The speaker said there were 22 thriving cities and towns contributing to Boston's business and manufactur-

ing importance, not to speak at all of its vast educational equipment.

In many respects, said the Mayor, Boston ranks fourth as a school center. "And," he added, "I don't believe there is a place of equal size in the country where there are so many philanthropic groups to be found."

In regard to this latter work the Mayor offered the criticism, however, that for nearly a century many of these groups had been working at cross purposes.

The Mayor said there were so many worthy demands for expenditures that outlays of public funds had to be carefully considered. In addition to ordinary expenses he said provision had to be made for many things made necessary by changes that could not have been foreseen five years ago.

Mayor Duane of Waltham also spoke.

WARNS CITY AGAINST RECKLESS BORROWING

G. G. A. Urges Retention of Pay-as-You-Go Policy

If Boston's pay-as-you-go policy is abandoned, and reckless borrowing permitted, the city will eventually follow in the footsteps of Chicago and become bankrupt, according to the Good Government Association, which issued a statement yesterday.

The association declares that if taxpayers 10 years from now must bear the mounting cost of Government, pay for repaving of streets 10 years earlier as well as their own repaving and reconstruction, "taxes will be prohibitive, and we can count on Boston becoming the 'deserted village' of the future."

The statement says in part: "The Committee on Municipal Finance of the State Legislature is to be commended for reporting favorably on a bill to make available to Boston \$6,250,000 for the reconstruction of old streets and the laying out of new streets, without departing too radically from the pay-as-you-go policy, and at the same time recognizing the urgency of the present situation. Mayor Curley, Public Works Commissioner Rourke and Mr. Goodwin, chairman of the Finance Commission, are agreed that it would not be possible for the city to spend a larger sum for these purposes in the next two years."

"The cost of running the city (excepting schools) has shown a steady increase. In 1910 this item in the tax rate was \$9.26, and in 1929 it was \$15.52—an increase of \$6.26. School expenditures have also shown a steady increase, growing from \$3.69 in 1910 to \$9.29 in 1929—an increase of \$5.65. There is no immediate prospect that either item in the tax rate will decrease in the course of the next 10 years, but rather that it will maintain its upward march."

"If Boston wishes to follow in the footsteps of Chicago, there is no surer way to do so than to abandon the pay-as-you-go policy, and launch into a reckless orgy of borrowing for annually recurring expenditures."

"We are in sympathy with any bonafide measure to relieve unemployment. The Mayor's argument that \$6,000,000 must be borrowed outside the debt limit for repaving and making of highways, because 40,000 are reported to be unemployed in Boston, is not sound."

"Does the Mayor know what percentage is due to temporary readjustments, and what percentage would undertake manual labor in the streets? Is the Mayor sure that the contracts under which the streets will be built or repaired provide for the employment of citizens of Boston exclusively? Even if he can answer these questions to the satisfaction of the Legislature, he should have difficulty explaining how his demands will provide more work for the unemployed than the bill reported by the Committee on Municipal Finance. The only difference is the method of raising the money."

CRABBE 4/27/30

POLITICS AND POLITICIANS

By JOHN D. MERRILL

Louis K. Liggett, the Massachusetts member of the Republican national committee, says he has not resigned that office, and his statement is accepted at face value, but most of the politicians believe he will retire before long. Mr. Liggett's health has not been first class, and that fact will be not only sufficient excuse but also a real reason for resignation. His job was by no means easy in 1928, and it apparently would be just as exacting this year; he may well feel that he does not care to undertake it.

The leaders of political committees are not to be envied when things are going badly. As long as Massachusetts Republicans were able to elect their candidates, the chairman of the State committee and the Massachusetts member of the national committee were not severely criticized, but in these later years, when the State has become doubtful, there have been plenty of faultfinders.

The chairman of the Democratic State committee has always had a hard time, and will probably continue to have one until his party obtains control of the State. If that day ever comes, his difficulties will be of another kind. Success brings its troubles. Anybody who doubts that statement might ask information of Mayor Murphy of Somerville, the first Democratic chief magistrate of that city.

Wet and Dry Viewpoints

It has been somewhat anomalous, however, that the Massachusetts member of the Republican national committee should be openly and vocally "wet," while the President of the United States, a Republican, and the Governor of the State, also a Republican and a candidate for reelection, were "dry." This condition of affairs illustrates the stumbling blocks which are now in the path of the Republican party in the State. Those Republicans who favor prohibition have been, naturally enough, thoroughly incensed at Mr. Liggett, and it may be assumed that if Mr. Liggett's successor is a "dry" he will be just as distasteful to the "wet" Republicans.

The man most commonly mentioned as a possible successor to Mr. Liggett, if and when the latter retires, is John Richardson, a well-known lawyer of this city. Mr. Richardson has been for many years an enthusiastic supporter of President Hoover. Back in 1920, when Mr. Harding was nominated, Mr. Richardson was one of a group of young men who attended the Republican national convention and did what they could, although theirs was a hopeless task, to bring about the nomination of Mr. Hoover for the Presidency. During the campaign of 1928 Mr. Richardson was regarded as Mr. Hoover's personal representative in this State.

Many of the Republican politicians, however, would not look with favor on the election of Mr. Richardson to the national committee. They have nothing to say against his ability or character, but they think his brief connection with practical politics would not justify his elevation to such a high and influential office. But if Mr. Hoover says the word, the Republican State committee will probably choose Mr. Richardson.

The Baby Volstead Act

Felix Rackemann of Milton has made application at the office of the

Secretary of State for blanks to be used in obtaining the 5000 signatures which will be necessary in order to place on the ballot at next November's election the question of repealing the "Baby Volstead act" in this State.

This matter has run the regular course of initiative petitions. Signatures numbering 20,000 were obtained for the petition calling for the repeal of the act and the question was then placed before the Legislature. As will be remembered, both branches voted against the repeal. The next step will be to get 5000 additional signatures. If they are obtained—and there seems to be no reasonable doubt they will be—the matter will be referred to the voters next Fall.

The State constitution provides that the work of obtaining these 5000 signatures shall not begin until after the first Wednesday in June and that the papers with the names of the signers thereon must be filed between the first Wednesday in July and the first Wednesday in August. These three dates fall this year on June 4, July 2, and Aug. 6, respectively. Since the papers cannot be circulated until after June 4, they will not be ready until that day. Mr. Rackemann plainly believes in being on time.

Most Important Matter

This referendum will be one of the most important matters before the voters; it will attract, outside the limits of Massachusetts, even more attention than the election of the State officials and a United States Senator. If a majority of the voters in the State favor the repeal of the "Baby Volstead act" the result will be looked on everywhere as a victory for the "wets"; but if the voters say they want to retain the act, the movement for the repeal of the Volstead act, for the repeal of the 18th Amendment will itself and the 18th Amendment will receive a sharp setback. Most people think the State law will probably be repealed, but the "drys" say the outlook from their point of view is steadily improving.

In another aspect, also, the referendum the taxpayers in 1950, for example, had to pay for reconstruction which had been worn out for 10 years or so and had no value in 1950. Between these two extremes is a middle course which would be important. The common belief is that a large majority of the Republicans in the State favor the retention of the "Baby Volstead act," but that a considerable number of Republican voters want the statute repealed. The Republican leaders would like to know whether these Republican voters who do not like prohibition will be content with marking their ballots "Yes" when they come to the referendum, or whether, in order to make their attitude still more positive, they will vote against Republican nominees who are avowedly "dry." If the "wet" Republicans take the latter attitude it will doubtless lead to the defeat of many Republican candidates.

Money for Boston Streets

The differences between Mayor Curley of Boston and the Legislative Committee on Municipal Finance in regard to the bills permitting Boston to borrow money outside the debt limit for street construction and repairs are based principally on the length of life of the bonds which the city must issue for these improvements. The Mayor would like to have 10-year bonds issued

for the reconstruction work and 15-year bonds for the building of new streets. The bills reported by the committee, but afterwards recalled, provide that the bonds should run for five and 10 years, respectively.

The members of the committee say that, although they have no desire to burden unnecessarily the Boston taxpayers of the next five years, it would be improper to require the taxpayers of 1935 and of the five years immediately succeeding to pay for repairs which may outlive their usefulness before 1940. This issue is apparently the more important of the two, and it is quite within the range of possibility that the committee will be willing to amend the bill so that the bonds for new street construction may extend over 15 years.

Middle Course to Determine

A question of public policy arises here, and there are differences of opinion about it. It would be obviously unfair to make the taxpayers of the year 1930 bear the whole expense of repairs and reconstruction which the citizens will use long after the year 1930 has passed; on the other hand, no one would justify legislation compelling the Legislature will attempt to determine.

As has been said, the opposition at the State House against 15-year bonds for new construction is not so insistent as it might seem to be. If the members of the committee and of the Legislature itself can be convinced that the new streets to build with the proceeds of these bonds will last for 15 years, they may be disposed to raise the period of the bonds from 10 to 15 years.

What irritated the members of the committee on municipal finance last week, and apparently other members of the House also, was Mayor Curley's call on Gov. Allen and the attempt to have these two street bills amended long before they reached the Chief Executive. The members of the House and Senate may be too sensitive, but they resent anything which savors of dictation.

The chances are that the differences about the financing of Boston's street needs will be composed by the time the two bills come into the Legislature for consideration.

Candidates for Office

The two candidates for the Republican nomination for the United States Senate—William M. Butler and Eben S. Draper—are hard at work on their respective campaigns, and their activities will not cease until the primary next September. Ex-Gov. Fuller still keeps the peace. On the Democratic side, Marcus A. Coolidge is making just as good use of his opportunities as would be the case if he had made formal announcement of his candidacy for the Senate; he is frequently reported as "among those present" at various social events, and it is plain that he is trying to increase his acquaintance among the Democratic voters.

The latest news is that a petition asking Joseph B. Ely of Westfield to be a candidate for the Democratic nomination for Governor is in circulation in the western part of the State. Mr. Ely is one of the most popular Democrats in Massachusetts, but the politicians say this is not the year in which he should run for Governor. The Boston Democrats, who believe they will give a majority of 100,000 to the Democratic ticket next November, think they should have the nomination for the Governorship, and the understanding has been that the members of the party in the western counties were disposed to acquiesce in that arrangement.

DWYER DEATH GUN IS FOUND

Dorchester Youth Picks up Weapon on Lawn of Home

Mayor Curley, commenting on the fatal pistol duel between Dwyer and the burglar he had surprised in the drugstore, intimated he will renew his effort to obtain co-operative action between the district-attorney's office, the police, and the judiciary.

Meanwhile, plans went forward for a military funeral Monday for the slain officer, and for measures to relieve his destitute family. A fund was started by the Fields Corner business men, and a suggestion was made that each of Boston's 2000 police contribute \$5 to a police fund.

A detail of 48 patrolmen and five sergeants, led by Capt. Louis E. Lutz, will escort the funeral procession to St. Ambrose Church for the requiem mass Monday at 9. Six of Dwyer's comrades from division 11 will be pallbearers. Forty policemen from post 1018, V. F. W., will attend. A military salute will be fired at the grave.

POINTS TO LACK OF FEAR

Six weeks ago Mayor Curley sought to effect an agreement between legal and police agencies to let gangdam know that Boston cannot be a haven for thugs, gunsters, and pickpockets. Yesterday he said:

The brutal disregard for human life and the lack of fear of the consequences in the case of the slaying of Patrolman Dwyer represent a most appalling tragedy.

The murder of Officer Dwyer emphasizes the necessity for the most drastic character penalties for persons found guilty of the commission of crime and the adoption of a definite program for their apprehension and prosecution which will make impossible the escape of any guilty persons as a means of preserving some semblance, at least, of respect for lawfully constituted authority.

I shall be pleased to approve such order for the payment of reward for the apprehension of the guilty person as the city council may adopt.

The courage of the officer was in keeping with the best traditions of the Boston police department and reflects the character and manhood of the great majority of the men in the service of the police department of Boston.

G. G. A. FAVORS PAY-AS-YOU-GO POLICY IN HUB

Hits Road Building Plan Over Period of Years

Favoring a "pay-as-you-go" policy,

the Good Government Association today in a statement on the method of raising funds for Boston streets, declared that taxes will be prohibitive and Boston will become a deserted village if taxpayers 10 years from now must bear a mounting cost of government.

HITS BORROWING

The association points out that the committee on municipal finance, which is to be commended for reporting favorably on a bill to make available to Boston \$6,250,000, for street work, has declared that it is unsound to abandon the pay-as-you-go policy and embark on reckless long-term borrowing for annually recurring expenses. The organization says further that city officials seem to forget that the money for repaving and construction of streets must be provided sometime, the only question is whether it will be now or in the future.

"It does not take much vision to see that it will be no easier to pay for this work plus interest charges 10 years from now than it is today," the statement declares.

The G. G. A. statement, in part, follows:

"The committee on municipal finance of the state Legislature is to be commended for reporting favorably on a bill to make available to Boston \$6,250,000 for the reconstruction of old streets, and the laying out of new streets, without departing too radically from the pay-as-you-go policy, and at the same time recognizing the urgency of the present situation. Mayor Curley, Public Works Commissioner Rourke and Frank Goodwin, chairman of the finance commission, are agreed that it would not be possible for the city to spend a larger sum for these purposes in the next two years.

NO QUESTION ON NEED

"In the present discussion no question has been raised as to the need for more work on Boston's streets, both for repaving and for new streets. There is some disagreement, however, on the method of raising the funds. City officials are dissatisfied that the present administration should bear the major portion of the expense of this reconstruction and repair work. They lose sight of the fact that repaving of existing streets is an annually recurring expense, however long the paving may last.

"They seem also to forget that the money for this repaving and the construction of new streets must be provided some time; the only question is whether it will be now, or in the future. It does not take much vision to see that it will be no easier to pay for this work plus interest charges 10 years from now, when there will be new problems of repaving and construction, than it is today.

"The cost of running the city (excluding schools) has shown a steady increase. In 1910 this item in the tax rate was \$9.26, and in 1929 it was \$15.52—an increase of \$6.26. School expenditures have also shown a steady increase, growing from \$3.69 in 1910 to \$9.29 in 1929—an increase of \$5.65. There is no immediate prospect that either item in the tax rate will decrease in the course of the next 10 years, but rather that it will maintain its upward march.

PROHIBITIVE TAXES

"If, therefore, taxpayers 10 years from now must bear this mounting cost of government, and at the same time pay for repaving and reconstruction of streets completed 10 years ago, as well as paying for their own repaving and reconstruction, taxes will be prohibitive, and we can count on Boston becoming the 'deserted village' of the future.

The committee on municipal finance, by permitting the city to borrow \$2,000,000 outside the debt limit on five-year bonds for reconstruction work and \$2,500,000 on 10-year bonds for the making of highways, at the same time insisting that adequate appropriations be made in the tax levy of 1930, has chosen the middle course. It has become increasingly apparent of recent years that our highways have been neglected. While the demand for smooth paving and new streets has been increasing steadily, the appropriations to satisfy the demand have decreased. After deducting the expenditures from downtown street widenings, the total expenditures from loans for laying out and constructing highways under the last three administrations have been as follows: Mayor Peters (1918-21), \$3,000,000; Mayor Curley (1922-25), \$1,885,000; Mayor Nichols (1926-29), \$2,825,000.

REPAIRING OFF

"The expenditures for reconstructing and repairing streets by contract have also fallen off. The figures are as follows: Mayor Peters, \$5,138,000; Mayor Curley, \$3,466,000; Mayor Nichols, \$3,230,000.

"The committee on municipal finance has in effect decided that the taxpayers of 1930 should not bear the entire burden of paying for this neglect, but, on the other hand, it has declared that it is unsound completely to abandon the pay-as-you-go policy and embark on reckless long-term borrowing for annually recurring expenses.

FAVOR "PAY AS YOU GO"

"The principle of pay-as-you-go for expenditures of the sort contemplated in the present bill has long been accepted as sound. Massachusetts Governors, notably Cox and Fuller, have repeatedly emphasized the importance of adhering to this principle in their messages to the Legislature. Any departure from it would be a radical step backward toward the political device prevalent 20 years ago, of borrowing to shift payment of current expenses on to the succeeding administrations. If Boston wishes to follow in the footsteps of Chicago there is no surer way to do so than to abandon the pay-as-you-go policy and launch into a reckless orgy of borrowing for annually recurring expenditures.

"We are in sympathy with any bonafide measure to relieve unemployment. The mayor's argument that \$6,000,000 must be borrowed outside the debt limit for repaving and making of highways, because 40,000 are reported to be unemployed in Boston, is not sound. Does he know what percentage is due to temporary readjustments, and what percentage would undertake manual labor in the streets?

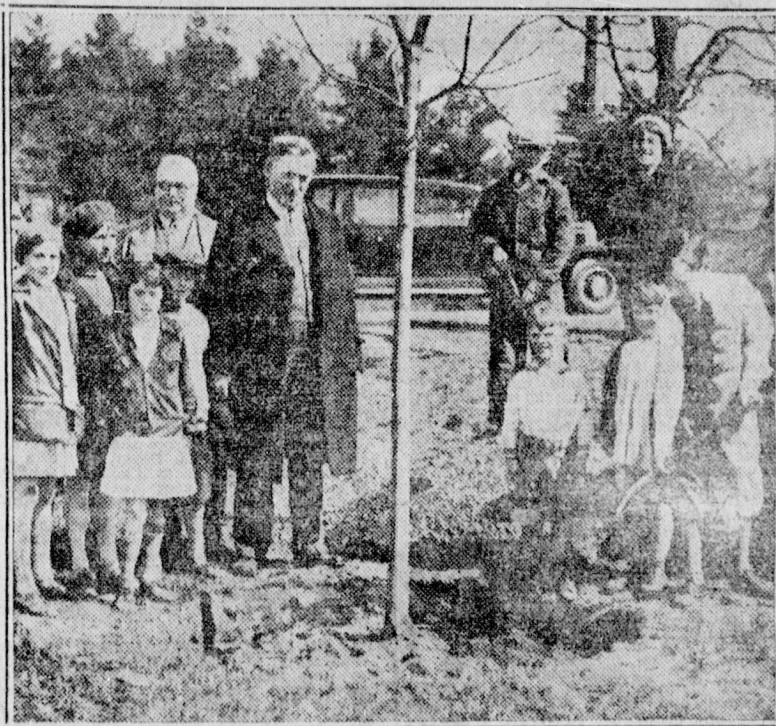
QUESTION CURLEY PLAN

"Is the mayor sure that the contracts under which the streets will be built or repaired provide for the employment of citizens of Boston exclusively? Even if he can answer these questions to the satisfaction of the Legislature, he should have difficulty explaining how his demands will provide more work for the unemployed than the bill reported by the committee on municipal finance. The only difference is the method of raising the money.

"We hope the Legislature will act favorably on the report of its committee on municipal finance, at the same time recognizing that the bill is only a temporary expedient to make up for the neglect of the past eight years. There should be a definite understanding that adequate provision will be made in the tax warrants of future years for repaving under contracts, and that the present bill is only to provide temporary relief. In other words, we cannot state too emphatically that the principle of pay-as-you-go, which we have finally won in the past, should continue to be followed in the future, and that the present case is not to be a precedent.

POST 4/27/30

Mayor Plants Trees as Arbor Day Observance



MAYOR'S SON PLANTS TREE

George Curley wields shovel in front of Children's Museum while his distinguished father looks on.

Arbor Day was observed here yesterday by Mayor Curley, with the assistance of patriotic groups, who planted young saplings on the municipal reservations at Jamaicaaway, the Public Garden and the Common.

The Mayor's 9-year-old son, George, wielded the shovel at the first tree planting, which was held at Jamaica Pond, at a point in front of the Children's Museum. In the presence of several hundred school children, the Mayor's son started a European linden on a new life, where it will be attended by the classes at the museum.

The Mayor himself personally spaded in a Norway maple opposite the George White memorial, near the junction of Beacon and Charles streets, in the Public Garden. This tree he planted in memory of the late Mrs. Harriet F. Bradbury, sister of Mr. White, who left her fortune of \$12,000,000 to the Museum of Fine Arts, the Massachusetts General Hospital and other public institutions.

Representatives of the Daughters of the American Revolution, with the Mayor acting as supervisor, planted the third tree not far from the Soldiers' monument on the Common, concluding the municipal exercises in observance of Arbor Day.

MAYOR INVITES THE ZIONISTS TO BOSTON

An invitation to the Zionists to hold their annual convention here during the last week in June in connection with the Tercentenary celebration was sent late yesterday by Mayor Curley to President Louis Lipsky of the Zionist Organization of America at New York.

In his telegram, the Mayor stated "In behalf of the citizens of Boston, I extend your organization cordial invitation to hold your convention in this city during the last week in June and beg to assure you of my hearty co-operation for its success."

Curley Orders \$40,000 Worth of New Sewers

Mayor Curley yesterday ordered the construction of \$40,000 worth of sewers in new streets at West Roxbury and Dorchester. Half of the appropriation will be used for placing sewerage works in River street, which will be built from Mattapan to Dorchester Lower Mills, and the remaining \$20,000 will be used for new sewers in Baker, Temple, Lasell and Glenham streets, and Cheswick road and Temple terrace, West Roxbury. Work will start tomorrow.

GLOBE 4/26/30

COLLEGE CATHOLIC CLUBS HOLD DANCE

Three - Day Convention to End Tomorrow

The annual convention of the New England Province of the National Federation of College Catholic Clubs opened last night in the Walker Memorial Hall at Technology, with a largely attended formal dance.

With colored lights in each of the four corners of the ballroom playing on a crystal hanging in the center, the members of the federation danced until 3 this morning.

The convention, which has gained much prominence in the few years it has been in existence, continued this afternoon with a business meeting, to be followed by a tea dance at the University Club. It will close tomorrow morning with a corporate Communion for members and a Communion breakfast at the University Club. Cardinal O'Connell is expected to be at the mass at the Cathedral of the Holy Cross and the Communion breakfast.

In recognition of the tercentenary celebration of Massachusetts, the national convention of the National Federation of Catholic Clubs in non-Catholic colleges in the United States, will be held here early in July.

Chaperons at last night's affair were Dorothea and Mrs. Hennigan, Prof. Doherty, and Prof. Capithorne. Patrons included Mrs. James M. Curley, Mrs. Mary A. O'Brien, Mrs. John F. Fitzgerald, Mrs. Helene E. Mansfield, Mrs. George O. N. Egan, Mrs. Josephine M. Headerty, Mrs. Francis A. Campbell, Miss Agnes Fitzpatrick, Mrs. Edward T. Powers, Mrs. John Maloy, Mrs. Henry Sigowney, Mrs. Anna C. Harrin, Miss Mary Richards, Miss Margaret O'Brien, Mrs. Mary J. Donnelly, Mrs. Charles J. O'Malley, Dr. Anna O'Sullivan, Mrs. Joseph Fay, Mrs. David J. Johnson, Miss Iliia and Miss Luisa DeFarrari, Mrs. Martha R. Waters, Mrs. May Bottemly, Mrs. J. J. Whorisky, Dr. William Linehan, Miss Anna N. Lynch, Prof. M. R. Capitorne and Prof. Richard Doherty. Miss Josephine A. Kelleher was chairman of the patrons' committee.

ATTIRED in native costume and intent upon conveying to Massachusetts and Boston the good will of their country and its gratitude for the help that the United States extended to its people following the earthquake of 1923, as they have already done in other cities and States, three Japanese young women "envoys of gratitude" today called upon Governor Frank G. Allen and Mayor James M. Curley, were the luncheon guests of the mayor at Hotel Copley-Plaza, and devoted some time to visiting places of historical interest in the city.

First on their schedule for the day was a visit to the Transcript, to which they brought the greetings of Jiji Shimpo, a leading newspaper of Tokio, and the greetings of the mayor of Tokio also. The visitors from Japan were received in the editorial rooms. The trip from the Copley-Plaza to the Transcript was made under escort of motorcycle officers.

After leaving the Transcript the young women stopped briefly in the Old South Meeting House, visited other newspaper offices in Newspaper Row, Faneuil Hall and the market district, and then proceeded to City Hall, where they were received by Mayor Curley.

When greeted by Mayor Curley, Miss Ashimo, acting as spokesman, presented an official letter of greeting from Z. Hori-kiri, mayor of Tokio, and descriptive literature of their country. In turn Mayor Curley pinned on each young woman a Tercentenary medal—the first of 1000 which have been struck off to be presented during the year to distinguished visitors from time to time. Each medal bears an appropriate inscription.

At the State House, Governor Allen, in welcoming the party to the Commonwealth, said: "Your mission shall strengthen the bond of friendship between your nation and mine and so I am

more than glad to extend you welcome to our State." He gave each of the young women a gold seal of the Commonwealth.

Originally there were four of the young ladies in the party, but Miss Yoshiko Matsudira, whose family is known as "the Rockefellers of Japan," was forced to remain in New York because of illness. They all expressed delight in being able to visit this city and remarked on the pleasant weather. Through Mr. Yokoyama, secretary of the mission, the young ladies said that it was worth the long voyage to be able to see the historical places and buildings about which they were taught in their American history classes.

At the luncheon tendered by Mayor Curley the young women expressed their gratitude in a few words after they had been presented with gift packages. This afternoon they were scheduled to attend

the planting of the first six cherry trees of the 300 which will line the banks of Jamaica Pond. Three of these trees will be close to the home of Mayor Curley.

There were about 200 present at the luncheon, including Brigadier General Merrithew L. Walker, U. S. A., commanding the First Corps Area; Captain John Hylan, U. S. N.; Commendatore Giovanni Maria Pio Margotti, royal consul of Italy; J. C. Joseph Flamand, French consul; Mr. Herbert B. Ames, former secretary of the League of Nations; Dr. W. T. Hinrichs, acting German consul; General Edward L. Logan, Secretary of State Frederic W. Cook, Professor Thomas N. Carver of Harvard College, vice president of the Japan Society of Boston; Dr. Jeremiah E. Burke, superintendent of schools, and Courtney Crocker, honorary consul of Japan in Boston and president of the Japan Society.

POST 4/28/30

Conry Takes Rap at Metropolitan Board

Charges that the Metropolitan District Commission has expended the taxpayer's money, and that the Massachusetts Legislature overstepped its bounds when it refused the Mayors of Greater Boston the right to investigate the finances of that commission, were made yesterday by Joseph A. Conry, Boston traffic commissioner, before the members of the Everett Catholic Order of Foresters at their annual Communion breakfast.

Traffic Commissioner Conry charged that the Metropolitan District Commission is incompetent and incapacitated and that it allows animosity and antagonism to creep into its official acts. He further charged that the commission was guilty of a wasteful expenditure of money when it erected the Cottage Farm bridge running from Cambridge to Boston.

Commissioner Conry claimed that the Mayors of Cambridge and Boston were not allowed to erect the bridge because of personal animosity on the part of the Metropolitan District Commission. He claimed that the bridge should have been erected for much less money than \$1,800,000, the amount expended by the commission.

Commissioner Conry further charged that the Metropolitan District Commission had failed in the sacred performance of its duty when it was allowed money to erect an office building in Boston some time ago and to date have done nothing.

"This desolate record makes dreary reading," he said. "On the 5th of June 1929, the Governor approved an appropriation of \$750,000 to build a new office building for this commission. Almost one year has passed into history and not a shovel has been put into the ground nor a stone laid in the foundation for this structure.

"This is the commission that took seven years to build the Cottage Farm bridge. The Governor was familiar with the history of the Cottage Farm bridge and was warned against allowing the commission to have anything to do with construction work. A month ago that commission advertised that bids would be opened on the 24th day of April for a new office building. We learn from the daily papers today that no bids were received for this structure. On Washington's Birthday the

Governor told us that at the expiration of 60 days there would be no idle men in Massachusetts. That time has passed. Work has not begun on the three-quarters of a million dollar office building. Mayor James M. Curley, a genius in municipal government, filed a bill at the present session of the Legislature asking for the creation of a finance board to investigate and report the expenditures of the Metropolitan District Commission. The Legislature threw the bill out. Why is it that the Governor has the right to investigate the expenditures of the city of Boston and yet Mayor O'Neill of Everett and Mayor Curley of Boston are denied the right to investigate the expenditures made in the metropolitan district?"

Mayor Michael C. O'Neill of Everett rapped the Civil Service Commission when he declared the public would never forgive the Civil Service Commission for what it did to Traffic Commissioner Conry when it held up his appointment.

TRANSCRIPT 4/28/30

Brotherhood Praises Curley's Speech

Rev. John Shade Franklin of West Newton led an instructive discussion on the questions: "Is it necessary to consider private property as a trust to be administered for the welfare of the community? Why?" at the regular monthly meeting of the Brotherhood of the Kingdom in the office of Rev. E. T. Root at 4 Park street, yesterday afternoon. Among the business transacted was the passing of the following resolution:

"Resolved: That the Brotherhood express appreciation of the address given by his Honor Mayor Curley before the Twentieth Century Club Saturday, in which he said: 'This Government can exist so long as there is respect for lawfully constituted authority. The base of our Government depends on a degree of economic justice enjoyed by its citizens. Deprive them of that and you sap the foundations of the best Government ever reared in the knowledge of man.'"

Contd GLOBE 4/28/30

as an introduction to the ceremony at Jamaica Pond.

Even the youngest of the small boys who were present in the parkway audience quickly understood the significance of the music and took off their hats as it was played, following the example of their elders.

At the luncheon, Mayor Curley's secretary, John Shaughnessey, was one of the soloists.

When the youthful Japanese representatives, sitting in their pretty formal dress kimonos at the head table, were asked by the Mayor if there was any particular song they would like to hear, they replied instantly: "Kathleen Mavourneen."

In Japan, they say, they are fond of American folk tunes, such as "My Old Kentucky Home," and every song John McCormack sings.

At the conclusion of the luncheon they were presented wrist watches, with two to present to Miss Yoshiko Matsudaira and Miss Yoshiko Sato, who were with them on part of the journey through the United States, but had to drop out recently because of illness.

They gave Mrs Curley a great bouquet of dark red roses.

In the morning the envoys accompanied by Mr Crocker visited the Globe office.

The Japanese young women were entertained at dinners last night by Mr and Mrs Courtenay Crocker of 44 West Cedar st, Beacon Hill, and Mrs Charles M. Baker, of 11 Ivy st, Brookline.

TRANSCRIPT 4/28/30

New Center Street of Varying Width

It became known today that, because of the strong movement to save as much property as possible along Center street, West Roxbury, the engineers of the street laying-out department have been instructed to make their studies for the widening of the street embodying widths of 80 and 100 feet.

The 100-foot width will extend from the Arborway to Weld street and the 80-foot width the remainder of the distance. There are nearly thirty buildings in the line of the improvement, most of them to be severely affected. There are also many huge trees on the Arboretum side, some of which must be sacrificed. Eight trees in front of the old Adams Nervine Hospital may be saved, in response to the urgent request of representatives of the property.

In order to keep destruction at a minimum Center street will be by no means a straight thoroughfare. There will be several curves. Opposite the Arboretum the city will make a considerable taking in the old ledge property, thus being able to turn back considerable land to the Arboretum, partly to compensate for that which must be taken.

St. Ann street extension, which was authorized by the Legislature at the same time, may not be carried through during the present administration, as Mayor Curley at present feels that the expense would not be justified. But there is no possibility of the completion of Center street this year. A great amount of underground work must first be done, and as the surface is ledgy this will entail unusual expense. The sewer work alone will cost \$300,000. New water pipes, telephone, gas and electric light mains must be laid as well.

GLOBE 4/28/30

JAPAN'S "ENVOYS" GIVE CITY 300 CHERRY TREES

Planted Near Jamaica Pond After Ambassadors of Good Will Are Feted by Mayor Curley



AMBASSADORS OF GOOD WILL FROM THE FAR EAST
Left to Right—Keiko Nakamura, Kimi Ashino and Sumili Tokuda.

Clad in Japanese kimonos, but carrying American under-arm purses, three Japanese maidens were the guests of honor at a luncheon given by Mayor Curley this noon at the Copley-Plaza.

Miss Kimi Ashino, younger sister of Hiroshi Ashino of Portland, Or; Miss Sumili Tokuda, one of the winners of the Lincoln essay prize contest offered by the Lincoln Association in 1929, and Miss Keiko Nakamura came all the way from Japan to serve as envoys of gratitude to express their country's thanks for the assistance the people of the United States gave at the time of the earthquake and fire in 1923.

They already have visited Washington and New York. They are the most popular young women in town, judging by the scores of organizations and prominent men and women who are their hosts at receptions, teas, din-

ners, luncheons and sightseeing tours.

Typical Japanese debutantes and representative of the grateful Japanese people, they were selected to act as unofficial envoys to the United States. At the close of the luncheon today they bestowed a gift upon Boston that will blossom perhaps for generations if the Boston Park Department wishes.

The luncheon took place at 1 o'clock. After all the addresses the Mayor and the guests of honor motored to Jamaica Pond, where 300 cherry trees, presented by the pretty Japanese girls, acting in this instance for the Imperial Japanese Educational Association of Japan, to the city of Boston as a tercentenary memorial, were planted.

The thousands of persons who have admired the beauty of the Japanese cherry trees that bloom in the Arnold Arboretum, with a startling cloud of

CROCKE 4/28/30

JAPANESE YOUNG WOMEN PLANT CHERRY TREES AND VISIT MAYOR CURLEY'S WIFE



PLANTING JAPANESE CHERRY TREES AT ENTRANCE OF CHILDREN'S MUSEUM

Left to Right—Sumiko Tokuda, Keiko Nakamura, Kimi Ashino, Hidesaburo Yokoyama, Courtenay Crocker, Mayor Curley.

Mrs James M. Curley, who has been ill for a long period, was able to see and hear the ceremony in which 300 Japanese cherry trees were given yesterday afternoon to the city by three young women from Japan, through the Japan Society of Boston, of which Courtenay Crocker is president.

Before the presentation was made to Mayor Curley, the three envoys of gratitude, Miss Kimi Ashino, Miss Sumiko Tokuda and Miss Keiko Nakamura, walked from the scene of the tree plantings, at the entrance of the Children's Museum on Jamaica Plain, across the boulevard to the home of Mayor and Mrs Curley, where they had a short chat with her.

In public the young women are very shy and quiet except when occasion arises for them to convey the gratitude of the Japanese people to the people of this country for help at the time of the earthquake in Japan. They speak gracefully in English. But away from the throng of people who have attended the public receptions for them, they had a charmingly informal conversation with Mrs Curley, and after the ceremony on Jamaica way, which

Mrs Curley had been watching from her room in the second story of the Curley home, they waved to her in farewell.

Mrs Curley, in turn, waved from her window.

She had watched the beautifully clad Japanese girls seriously attempt to plant eight husky Japanese cherry trees, assisted by Mayor Curley, Courtenay Crocker and Park Commissioner William P. Long.

Other 292 Trees Planted

The other 292 trees are already in. They were planted as soon as they arrived by express from Japan, by way of Seattle, the gift of the Imperial Japanese Education Association of Japan to the Japan Society of Boston, which presented the trees to the city of Boston to enhance the parks of the city. Japanese cherry trees already are features admired at the Arnold Arboretum.

A number of the gift trees have been planted in the Public Garden. When they arrived they were budding, and it was necessary, to insure their living, to plant them immediately. About 250 have been planted in the parkway about Jamaica Pond. The eight saved for the ceremony were really partly planted, so that the work

left for the dainty visitors and the city officials was not unduly fatiguing. Music and addresses preceded and followed the actual tossing of the eight shovels stuck in eight plots of soft earth surrounding the eight cherry trees, each of which is about four feet tall.

Most of the ceremony was on a pavilion erected on the parkway directly opposite the Curley home. Amplifiers helped to make audible in the distance the music of an orchestra and the solos by Miss Rose Zulalian, who also had sung at the luncheon given by Mayor Curley to the young Japanese visitors at the Copley-Plaza earlier in the day.

City and State officials, representatives of the Army and Navy, many members of the Japan Society of Boston and other prominent men and women were among the luncheon guests, and a number of them were present at the tree-planting exercises, which took place about 4 o'clock.

The three young women were accompanied by Hidesaburo Yokoyama, representing the Jiji Shimpō, one of the leading newspapers of Japan.

Japanese Students Sing

A group of Japanese students from Wellesley sang the Japanese National anthem at the luncheon, and the Japanese National anthem was played

28

AMERICAN 4/28/30

Nippon Tells Hub She's Grateful



Miss Askino Mayor Curley Miss Nakamura Miss Tokuda Mrs. Caldwell
Three Japanese girls brought the official badges of welcome. The trio, with two young men, were escorted by Mrs. J. K. Caldwell of Washington, D. C. They are touring the 1923. Mayor Curley responded by giving them United States. (Staff photo.)

MAYOR GREET'S JAP ENVOYS

Mayor Curley gave each of the Japanese a tercentenary medal, first group of 1000 to be given distinguished visitors this year. He also gave each an autographed folder of the city of Boston.

At the State House Governor Allen presented the girls small state seals.

The delegation was entertained at the Copley Plaza by Mayor Curley.

Six Japanese cherry trees, first of 300 sent to Boston by the Japanese government, were planted today by members of the Japanese Mission of Gratitude to the United States, in the Arnold Arboretum.

Three young women and two men of the mission later at City Hall extended the thanks of the Japanese government to Boston for aid during the earthquake in 1923. Mayor Curley received the group which was accompanied by former State Rep. Courtenay Crocker and Mrs. John K. Caldwell and Hidesaburo Yokayama, secretary of the mission.

GLOBE 4/28/30

BUS STANDEE ISSUE STIRS CITY COUNCIL

"L" Policy Hits Public, It Is Charged

First Passes and Then Goes Over to Next Meeting

The "standee" proposition for passengers in busses of the Elevated operating in the city limits of Boston was given a hard ride in the City Council yesterday, and the matter is still in the air.

After a protracted session in executive session, where the president and business agent of the Carmen's Union favored the order after opposing it before the Council some time ago, the members returned to the Council chamber.

The order to permit the Elevated by law to allow to stand in busses 25 percent of the seating capacity, and children under 7 years of age to sit in the laps of passengers, was carried, 10 to 9.

Councillor Norton then moved for reconsideration, and by a vote of 15 to 5 the order went over to the next meeting.

On the vote for standees, the following voted yes: Councillors Arnold, Curtis, Englert, Fitzgerald, Gallagher, Gleason, Green, Hein, Power and Ruby; against the order, Councillors Cox, Donovan, Fish, Kelly, Lynch, Mahoney, McGrath, Norton and Wilson.

General Manager Edward L. Dana of the Elevated outlined the desires of the Elevated for such an order, and Pres John Carey and Business Agent Timothy J. Regan said the employees now favor such an order.

In Cooperation

General Manager Edward Dana said he was present in a spirit of cooperation, not to compel anyone to stand in busses, but to do it by legal requirement. He said there were 340 busses on the system carrying 3,000,000 passengers annually and operating almost 8,000,000 miles.

He said that the laws in other cities permitted standees of much more than 25 percent of the seating capacity, and the change desired meant the standing up of 5, 6 or 10 persons, according to the bus capacity. Malden, Medford, Somerville, Arlington and Brookline have what he termed this "modest requirement."

He said the employees misunderstood at first, and thought it meant more than 25 percent and that it would mean a layoff, but that misunderstanding had been cleared up, said Mr. Dana.

Councillor Bush asked the height of busses, and learned that the older type have 6 feet 1 inch headroom, and that busses carry 25, 29 and 40 passengers, according to type. Answering Councillor Lynch how they would stop at the 25 percent limit, Mr. Dana said if they had a law they could do it. Councillor Lynch remarked he was willing to wager that a tightrope walker could not stand in a bus on the Bay View line in South Boston.

Manager Dana was asked by Councillor Cox of West Roxbury if he would object to an amendment limiting

standees to the large, latest type busses, and Mr. Dana thought there would be confusion. Councillor Cox then asked about the Center-st bus line and was told that it did not pay.

The Councillor then declared that instead of the half-hour service on the LaGrange-st line in West Roxbury it should be 15 minutes and run as a belt line via Baker st and cater to several hundred residents. He said he had been unable to get the Elevated to give any consideration to the suggestion.

"You only consider the Elevated and have no consideration for the benefit of the people of Boston," charged Councillor Cox.

Mr. Dana said his interest was for the car riders; that the Elevated was not a money concern, but to give the best service at the lowest cost.

Assails "E" Policy

Departing from the standee question, the Councillor from West Roxbury attacked the Elevated and charged that service was slow on Center st to Forest Hills and that often three trains were held back in the yards, while hundreds stood in cold and wet on the Forest Hills platform.

Mr. Dana said he was not aware of it and in his opinion trains should be open for the passengers and wait in the station rather than the yard.

Councillor Gallagher declared that the people of Brighton favored the 25 percent present standee regulation.

Councillor Ruby cut in with a suggestion for a Summer bus service from Franklin Park to L-st baths via Columbia road and the Strandway only to have Councillor Mahoney of South

Boston instantly declare opposition to the project.

John Carey, president, and Timothy J. Regan, business agent of the Street Carmen's Union, spoke. Lynch asked Mr. Carey if he and Regan did not appear before the Council and object to the order. The Carmen's president said "yes," but at the time thought it would mean overcrowding and a lay-off of employees. Since that time opinion had changed. At the first meeting he said 80 employees were present and the majority voted to oppose. On that vote he and Regan appeared before the Council.

He said they now had an agreement that there would not be any layoff because of the proposed standee proposition. Mr. Carey admitted to Councillor Gleason that he and Regan did bitterly oppose any standees when they first appeared before the Council.

Mr. Carey denied that the change of front was because of any threat to the employees. Councillor Kelley asserted that the written agreement was unenforceable and attorney Mulcahy, counsel for the Elevated, admitted it was a "gentleman's agreement."

Special Meeting

Pres Carey said that in their meetings with Dana on other matters he was told by Dana that he and Regan had violated the cooperative clause of the agreement between the union and the Elevated. International Pres Mahon of the union came here and there was called a special meeting with 350 present; and only 38 voted against the standees. As a result of the special meeting the speaker and Regan were back favoring the proposal.

"In your opinion," asked Councillor Cox, "is public safety as well protected by allowing 25 percent of standees as none at all?"

"It was the vote of the second meeting," said Mr. Carey.

Councillor Lynch, addressing the chair, said that it was on his own intercession that these men were allowed to come before the Council in the first instance and that he, Councillor Lynch, felt that he owed the body an apology. He said they were unfair and had produced no good reason for a change of attitude.

"I move that we report back, ought not to pass," said Pres Lynch.

Councillor Bush calmly suggested that the testimony of the Carmen's union be entirely disregarded and the Council then act simply on the merit of the question.

JAPANESE MAIDENS ARE GUESTS HERE

Hub Red Cross Entertains "Envoys of Gratitude"

Three Bring Thanks for Quake Aid —Lunch With Mayor Today

Miss Kimi Ashino, Miss Keiko Nakamura and Miss Sumi Tokuda, Japanese "Envoys of Gratitude," bringing a message to this country in appreciation for the aid rendered Japan following the recent earthquake and fire there, were the honor guests of the Boston Metropolitan Chapter of the Red Cross last evening at a tea at the headquarters, 347 Commonwealth av.

Members of the Junior Red Cross High School Council, under the direction of William Lionett, president, and Miss Catherine Hill, vice president, assisted as ushers and presented flowers to the Japanese guests.

Earlier in the day the envoys and escorts visited the Gardner Museum, Fens, and enjoyed a motor trip through the historic spots of Cambridge, Lexington and Concord, under the auspices of the American Red Cross Association. A stop was made at 88 Garden st, Cambridge, to greet J. B. Millet.

Pres Ellen Fitz Pendleton of Wellesley College entertained the envoys at dinner in Tower Court at the college. Here the guests were greeted by Miss Edith S. Tufts, dean of residence, and Miss Sophie C. Hart, head of the English department, and a member of the Japan Society. The following Japanese students at the college assisted in the reception: Miss Chieko Utsumi of Tokyo, Miss Margaret Matsui of White Plains, N. Y., Miss Ena Konogi of Fresno, Calif., and Miss Haruko Ono of Okayama, Japan. Later the visitors were entertained by the Japanese Student Association of Greater Boston.

Today the envoys will be the guests of Mayor James M. Curley at a luncheon in the Copley-Plaza, to which Japanese students have been invited.

AT exercises at which more than 200 persons, prominent in civic, industrial and engineering circles, were in attendance, the first electric weld was made by Mayor James J. Curley on the new fourteen-story office building of the Edison Electric Illuminating Company being erected at 182 Tremont street. This structure will be the largest office building in the world to be constructed by this method, and incidentally, first of its kind in New England.

An interesting comparison of the old, noisy rivetting method as against the silent work done by electric welding was made by Mayor Curley while placing the first weld. After donning new yellow leather gloves and a protecting headpiece to guard against the glare of the welding arc he joined two pieces of heavy structural steel uprights by the new method, then turned a rivet-gun against a rivet, heated to a cherry-red. The staccato racket was startling.

Following band selections reproduced through loud speakers by electrical trans-

scription, Julius Daniels of the Edison promotion department, greeted the guests assembled on a large platform, on behalf of the company. The first speaker was F. P. McKibben, consulting engineer in charge of the welding work and formerly associated with Technology, who spoke briefly of the history of arc welding. He traced its progress from the first public demonstration at the Franklin Institute in Philadelphia, in 1877, to the present day. He pointed out that there are now nearly 100 buildings in the United States in which welding has been totally or partially used.

Charles L. Edgar, president of the Edison Company, who introduced Mayor Curley, said in part:

"It is particularly appropriate that this building, located on one of Boston's leading streets, a building which it is hoped will be a monument to the city and to the company which is erecting it, should be the first of its kind in this city to adopt this method of joining together the various steel members used in its construction. It is also appropriate that this building so located in the heart of the city should have its first weld made by the official representative of the city."

In speaking of the significance which attends the erection of this building on the 300th anniversary of the founding of the Massachusetts Bay Colony, and the fact that it will face Boston Common, Mayor Curley said:

"The erection of this building can be looked upon as more than the addition of another outstanding structure to the large number of fine buildings in this city. It is an indication of the progressiveness of one of our largest public utilities and of the ability of Boston citizens to keep in step with the latest developments in arts and sciences."

"This building, as I understand it, is to be the largest office building in the world, and the first in New England to be constructed by the process of electric welding. So new is the application of this noiseless method of construction to erecting buildings that it was necessary to issue a special permit to conform to the building code now in effect in Boston. At present I am working to have this building code revised, to permit the construction of buildings with a minimum of restrictions, so that the latest developments in building can be taken advantage of in this city."

"The Edison Company is to be congratulated on its foresight in arranging its program so that this building will be erected at a time when construction work is so great a factor in relieving unemployment. Furthermore, the neighboring business houses will no doubt appreciate the fact that by using the process of electric welding, the Edison Company has reduced construction noises to a minimum."

"The erection of a new building by any company is occasion for well wishers to extend congratulations, and I wish to officially take this opportunity of extending to the Edison Company the best wishes of the city for its success and a continuation of its service to the public."

GLOBE 4/30/30

ROW OVER PARADE MARSHAL STILL ON

Charlestown Stands by
Samuel Swanson

V. F. W. Won't March If Brickley
Doesn't Head the Line

Hours of argument yesterday at City Hall failed to bring about an armistice between the factions warring over who's who for chief marshal of the June 17 parade at Charlestown.

Samuel A. Swanson, youthful World War veteran, was placed in the saddle

William H. Carey, representing the Suffolk County Council of Veterans of Foreign Wars, comes from Dorchester. His threat that none of the organizations he represents will parade if Brickley is not chief marshal was met with a cry of "Home rule" by Charlestown residents and the assurance by the adherents of Swanson that this year's parade will be the greatest in history.

Dennis Swanson, father of the young man selected by Mayor Curley, made an impassioned plea for his son. Swanson at 14 went to the Mexican border and later went to France with the 26th Division. The elder Swanson, himself a veteran of the Spanish War and the World War, with eyes filled with tears, described meeting his son at Chateau-Thierry and later in a hospital, being beside his brother. He had two sons in the service.

Other speakers for Swanson were Representative Charles S. Sullivan Jr., William J. Francis, Daniel J. Foley and men and women representing various Charlestown organizations.

The opinion was expressed that yesterday's "dog fight," as a speaker characterized the meeting, would result in a cooling of hot heads and that a satisfactory adjustment of grievances would be made. The meeting, however, adjourned without any noticeable progress having been made.



SAMUEL SWANSON

by Mayor Curley, but the Veterans of Foreign Wars have made the seat an uneasy one so far. They insisted on Albert J. Brickley.

There is no personal objection to Swanson by the Veterans of Foreign Wars, their contention merely being that by rotation of appointment they should have had the choice, and their choice was Brickley. Mayor Curley named Swanson, and if yesterday's meeting was any criterion, he has the support of thousands of residents of that section of Boston.

TRANSCRIPT 4/29/30

Mayor Curley Makes First Electric Weld



His Honor Starts Steel Construction Work on New Edison Company Office Building

Left to Right—Mayor Curley; President Charles L. Edgar of the Edison Electric Illuminating Company; Julius Daniels of the Edison Promotion Department; and A. G. Leake, President of the Leake and Nelson Welding Company



PLANTING CHERRY TREES OF JAPAN BY JAMAICA POND



Three Japanese young women who have been touring America with messages of gratitude for assistance during the earthquake of 1923, assist in the planting of 250 cherry trees. Left to right, Miss Kimi Ashino, Miss Sumili Tokuda, Miss Keiko Nakamura. Hidesaburo Yokoyama, Courtney Crocker, president of the Japan Society of Boston Mayor Curley.

Japanese Girl Envoys of Gratitude Assist at Cherry Tree Planting Here

Among the thousands who witnessed the planting of 250 Japanese cherry trees yesterday on the shore of Jamaica pond, directly opposite the home of Mayor Curley, were the three Japanese young women, who have been touring America as ambassadors of good will and envoys of gratitude, and who were the principal guests at a luncheon given at noon by the mayor, to 200 guests at the Copley-Plaza.

About 50 other trees were set out in the Public Garden; but no official ceremony took place there.

Misses Kimi Ashino, Sumili Tokuda and Keiko Nakamura, three of the group of five Japanese girls who have been touring the country for several weeks, told Mayor Curley at the luncheon of their appreciation of the hospitality of Boston. In turn he "watched" them and in behalf of the Waltham Watch Company presented them, as well as their absent companions, with wrist watches.

Among the gathering at luncheon were the majority of the members of the Japan Society of Boston, and President, Courtenay Crocker and Vice-President Thomas N. Carver made short speeches.

Secretary of State Frederic W. Cook spoke briefly as the representative of Gov. Allen and the mayor, recalling that Japan's position in the World war was made known in the Copley-Plaza, and elaborated on the friendship of Japan and the United States.

Assistant Chief to Succeed Sennott, Curley Says

Assistant Chief Henry A. Fox will succeed Daniel F. Sennott as fire chief when the latter retires on May 26 at the age of 70 years, according to Mayor Curley today. Considerable pressure was brought to bear in the interests of other candidates, but Mayor Curley feels that Fox is the man for the job.

Fox, because of his age, will be to serve less than two years before he will be ready for retirement. "If I am alive and Fox is alive on May 26," said Mayor Curley, "he will be appointed chief of the Boston Fire Department."

Damon E. Hall, who acted as special assistant to Atty Gen Warner in the Garrett inquiry, spent the day in the Attorney General's office, where Mr Warner, with his assistance and that of Asst Atty Gen George B. Laurie, was finishing his report.

The trio went out to luncheon at 1:20, planning to remain at work this afternoon until very late.

Post 4/29/30

BRICKLEY OR NO VET PARADERS

Charlestown Vote Is Unanimous on Ultimatum

At a heated meeting, in the course of which Mayor Curley and City Councillor Thomas H. Green of Charlestown were bitterly censured as having dealt the war veterans of Massachusetts "a slap in the face," the Charlestown Council, Veterans of All Wars, voted unanimously yesterday to request that no veterans' organization of the district participate in the Bunker Hill Day parade, June 17, unless Albert J. Brickley, Veterans of Foreign Wars nominee, instead of Samuel Swanson, former YD man, be made chief marshal. Swanson was recently appointed by Mayor Curley.

BACKED BY VETERANS

The council delegates who adopted the "Brickley or no parade" resolution acted as representatives of the Charlestown units of the Grand Army, the Spanish War Veterans, the Veterans of Foreign Wars and the American Legion. Present at yesterday's meeting were commanders, past commanders or recognized leaders of practically every veteran group in Charlestown. Dramatic protest against the council's vote was made by Dennis Swanson, World War and Spanish war veteran and father of Samuel Swanson, whose appointment as chief marshal stirred up the present rumpus. "I admire this body for the game fight it has made for its candidate," said Swanson, "but I resent the threat of any war veteran to stand on the side lines because my boy, who fought with honor for his country, heads the parade."

Another guest at the meeting, Attorney Maurice J. Power of Charlestown, himself a World War and Spanish war veteran, also made a plea for support for Swanson. He urged the council delegates, acting for their respective groups, to be "good sports" and abide by Mayor Curley's choice.

The "Brickley-or-no-parade" resolution amounted to a threat against the Mayor and a denial of the Mayor's rightful privilege and prerogative, Attorney Power warned.

Secretary Daniel A. MacNeill, a representative of Bunker Hill Camp, Spanish War Veterans, was instructed to send copies of the resolution to all Charlestown veterans' organizations and to the press. He was also instructed to send a copy to Mayor Curley by

RECORD 4/29/30

Rough-hewn, indomitable, like the courage of the Minute Men it commemorates, stands the Lexington Boulder on the Battle Green of the historic town eleven miles northwest of Boston.

At early morn, April 19, 1775, 800 British troops under Major John Pitcairn, marched from Boston to seize military stores of the rebellious Colonists at Lexington and Concord.

Forewarned by Paul Revere and William Dawes, 70 Minute Men assembled on Lexington Common under Captain John Parker. When the British approached Captain Parker uttered his ringing command, now carved on the boulder which marks the Line of the Minute Men:

"Stand your ground. Don't fire unless fired upon; but if they mean to have a war, let it begin here."

"Disperse, you rebels! Lay down your arms and disperse," shouted Major Pitcairn. Not a Minute Man fell back. "Disperse, you rebels," Pitcairn cried again.

Still the Minute Men held their place. The British vanguard fired over the heads of the rebels. Then the main British body fired. The Minute Men returned the fire, then retreated, leaving eight dead on the field. War had begun.

In his official Tercentenary greeting this year Mayor James M. Curley of Boston referred to "the shot at Lexington Green 'heard 'round the world.'" This was immediately picked up by some persons who inferred Mayor Curley was thinking of the Concord Fight.

The Mayor retorted that perhaps that shot was fired at Concord, in the famous poem, "but that first firing that morning was at Lexington. If the Concord shots were heard 'round the world, so must also the Lexington. The war began there."

So this Lexington Boulder, on the spot where the Minute Men lined up, bears carved on its rugged face a rifle and powder horn and the gallant words of Captain Parker, marking the scene where the revolutionary War began.

registered mail.

The action of the council, one of the most drastic and far-reaching ever taken by war veterans in opposition to arrangements officially made for a patriotic celebration in Boston, was voted after special committee members, had reported that they had been denied an interview by Mayor Curley and that they had been told by City Councillor Green that he, personally, didn't "give a hoot for the G. A. R., the Spanish war vets, or the veterans of any other old army."

Joseph M. Carney, president of the council, and representative of Bunker Hill Post, American Legion, told the delegates that opposition to Swanson's appointment was not based on personal grounds. Brickley was nominated by the council, and his candidacy then ratified by every Charlestown post and camp and by every women's auxiliary.

AMERICAN 4/29/30

CURLEY'S SAVING OF 'FEW PALTRY DOLLARS' ON LIGHTING SCORED

ECONOMY AT 'EXPENSE OF MEN'S JOBS'

Representative Birmingham
Says Mayor Had Better Work
for Lower Edison Rates

Mayor Curley and postoffice officials were flayed today at a hearing of the legislative committee on power and light in connection with the agreement they have made with the Edison Co. to heat City Hall and the postoffice building.

Rep. Leo M. Birmingham of Brighton, minority leader of the House and a member of the special committee which investigated power trust activities in Massachusetts, said:

"I think it is wonderful to save all municipal expense possible, but if the city of Boston and government officials joined with us to get reasonable electric light rates, instead of discharging nine or 10 engineers at City Hall and a like number at the post-office, they would be accomplishing something to relieve unemployment and save the consumers of electric light who are taxpayers thousands of dollars."

Representative Birmingham referred to the saving the city would make as a result of discharging the engineers as "a few paltry dollars of expense."

BLAMES CORPORATIONS

Putting the blame for unemployment squarely on the shoulders of the corporations, the minority leader asked that the mayor join the Legislature in its demand for a reduction in gas and electric light rates. He also questioned how the expense of the Boston Edison Co.'s heating plant on Kneeland st. is to be borne and wondered if the cost is to come out of the consumers' pockets.

Birmingham also attacked the free lamp service given by the Edison, a service which he said the company says is worth 5½ mills

A KILOWATT HOUR.

He stressed that a consumer is paying for lamps when it buys current for his flat iron, toaster, heater, vacuum cleaner, radio and refrigerator.

"If you substract taxes and lamp charge, which together amount to less than 28 cents for 25 kilowatts, using either the rate 'A' or rate 'B,' you learn that the consumer is still paying Boston Edison from \$1.67 to \$1.85 for 25 kilowatts, as against \$1 in Holyoke and Westfield, \$1.25 in Belmont and South Hadley, and so on," he stated.

TRAVELER 4/29/30

FOX TO FILL SENNOTT SHOES

Assistant to Be Fire Chief
on Predecessor's 70th
Birthday

Mayor James M. Curley announced today that Assistant Chief Henry A. Fox will succeed Daniel F. Sennott as chief of the Boston fire department when Sennott retires May 26 on his 70th birthday anniversary. The mayor gave no indication of having selected any deputy chief for advancement to the post to be vacated by Fox.

In spite of pressure brought to bear in favor of others for Sennott's position the mayor has refused to listen to any suggestions to ignore Fox's claims to the job and he said today, "If I am alive and Fox is alive he will be chief of the department."

Fox, on account of his age, will be able to serve as chief less than two years. He is recognized as one of the best fire fighters and directors of firemen the Boston department has ever had.

There has been no pressure on Sennott to retire and his intention to withdraw when he is 70 years old was made known by him several months ago.

POST 4/29/30

BIG PARADE FOR CHARLESTOWN

Council Acts to Assure
Success of June 17

Faced with the threatened withdrawal of veteran units from the Bunker Hill Day parade, Councillor Thomas H. Green of Charlestown yesterday secured the passage of orders by the City Council, inviting the entire National Guard of this State, the regular army units assigned to the New England area, the sailors of the entire Atlantic naval fleet, the Annapolis cadets and the Boston school boy cadets to join in the celebration.

From the floor of the council chamber Councillor Green let loose a bitter attack upon "the peanut ponticians" of Charlestown, whom he accused of attempting to wreck the celebration through a controversy over the selection of a parade marshal.

He denied that he had ever criticised the veterans of the Civil war, the Spanish war or the World war, and branded the reports issued by a veteran leader as "a vicious and deliberate attempt to injure me."

He labelled his accusers as "political parasites," warning, "We've got a graveyard all our own over in Charlestown and we open it up once a year for the purpose of depositing therein the remains of the type of person who issued statements against me," the Charlestown councillor stated.

GLOBE 4/28/30

METROPOLITAN BOARD DENOUNCED BY CONRY

District Commission Flayed
in Talk at Everett

Communion Breakfast Speaker Charges "Glaring Incompetency"

EVERETT, April 27.—"The most glaring evidence of incompetency to be found in any city, county, town or State board is in the Metropolitan District Commission," declared Traffic Commissioner Joseph A. Conry of Boston at the annual communion breakfast of John Henry Newman Court, M. C. O. F., in Arcanum Hall this morning.

The former Congressman and consul of Russia was vigorous in his denunciation of the Metropolitan District Commission. He said:

"On the 5th of June, 1929, the Governor approved an appropriation of \$750,000 to build a new office building for this Commission. Almost one year has passed into history and not a shovel has been put into the ground nor a stone laid in the foundation for this structure. This is the Commission that took seven years to build the Cottage Farm Bridge. The Governor was familiar with the history of the Cottage Farm Bridge and was warned against allowing that Commission to have anything to do with construction work.

Commission Scored

"A month ago that commission advertised that bids would be opened on the 24th of April for a new office building. We learn from the daily papers today that no bids were received for this structure. On Washington's Birthday the Governor told us that at the expiration of 60 days there would be no idle men in Massachusetts. That time has passed. Unemployment is widespread. Work has not begun on the three-quarters of a million dollar office building.

"Mayor James M. Curley, a genius in municipal government, filed a bill at the present session of the Legislature asking for the creation of a finance board to investigate and report the expenditures of the Metropolitan District Commission. The Legislature threw the bill out.

"Why is it that the Governor has the right to investigate the expenditures of the city of Boston, and yet Mayor O'Neill of Everett and Mayor Curley of Boston are denied the right to investigate the expenditures made in the Metropolitan District?"

Pays Tribute to O'Neill

Mr Conry continued: "As taxpayers and upright citizens you are all deeply concerned in these matters. What is needed in our State Board is an infusion of new and vigorous blood, energetic, honest and insistent upon performance. Why this reluctance on the part of executive authority to repudiate incompetency? The police scandal was a bitter mockery on the lips of all for two years before official action was taken. Why continue this dilatory conduct?"

High tribute was paid Mayor Michael C. O'Neill Jr of Everett by Commissioner Conry. Mayor O'Neill spoke briefly, bringing the greetings of the city to Newman Court.

GLOBE 4/28/30

Mayor Curley Among Those Who Congratulate Amos on Birth of Daughter

CHICAGO, April 27 (A. P.)—"Yes, suh, all these presents and flowers and telegrams must be dee-served!"

It was Freeman Gosden—the first half of the radio firm of "Amos'n'Andy"—speaking. He spoke from his wife's room in the Henrotin Hospital, where on Wednesday his daughter, Virginia Marie, was born. Amos emerged from a sea of telegrams, flowers, candy and baby pillows. He emerged in time to receive a new wave of telegrams, one from Mayor James M. Curley of Boston, another from M. H. Aylesworth, president of National Broadcasting Corporation, another from the Roxy Theatre to the effect that "the glass is held high for Virginia Marie."

Amos gasped for breath and said:

"Yes, suh, such popularity is dee-served—by a baby like her."

HERALD 4/28/30

CONRY SAYS PUBLIC FUNDS ARE WASTED

Holds Metropolitan District
Committee "Incompetent"

Joseph A. Conry, Boston traffic commissioner, speaking yesterday morning at a communion breakfast of the John Henry Newman court, M. C. O. F., in Everett, and yesterday afternoon before the Winthrop Women's Catholic Club in Hotel Westminster, charged the metropolitan district commission with waste of public money in the construction of the Cottage Farm bridge, and declared the commission to be "incompetent."

From an original appropriation seven years ago, he said, of \$750,000 to erect the bridge, the total cost jumped to \$1,850,000. The commission asked \$250,000 every two years for six years and got a final \$300,000, part of which paid expenses incurred before appropriation was made.

Davis B. Keniston, chairman of the commission, last night explained that the first \$750,000 was for the bridge alone. The commission's planning division recommended placing a railroad structure under the bridge. Then it was desired to cut out the fill on the Cambridge side and additional money was required. The bridge design then did not agree with Boston & Albany railroad requirements, and a change was made, he said. Finally, the appropriation was exceeded by \$40,000 to complete the project, and this, with interest on money, brought the cost to \$1,850,000.

AMERICAN 4/28/30

CONRY CHARGES PUBLIC FUNDS WASTED

Flays Metropolitan District
Commission in Two
Addresses

The metropolitan district commission was accused of waste of public funds in the construction of the Cottage Farm bridge and general incompetency, by Joseph A. Conry, Boston traffic commissioner, speaking at a communion breakfast of the John Henry Newman Court, M. C. O. F., in Everett, and before the Winthrop Women's Catholic Club in Hotel Westminster.

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Row Over June 17th Parade Will Be Aired at City Hall This Noon

As a prelude to a bitter row which is expected to occur at City Hall this noon among warring Charlestown factions who are dissatisfied with the selection of Samuel A. Swanson as chief marshal of the Bunker Hill day parade, Councilman Thomas H. Green, yesterday, denounced as "political parasites" and "peanut politicians" unnamed persons who accused him of making remarks derogatory to Spanish war veterans, world war veterans and Grand Army men.

Denying that he had ever uttered a word of criticism of any veteran and declaring that he had been as consistent a supporter of veterans as Boston can boast, Green lashed his enemies and promised them that "the little graveyard which we keep in Charlestown will be open this year to deposit the remains of the men who made such a vicious and deliberate attempt to injure me politically.

Green will be in attendance at the meeting to be held in the office of the

director of public celebrations and it was said last night that if an effort is made to urge the substitution of Albert J. Brickley for Swanson, the opposition of city officials, other than Green, to such a plan, will be vigorously expressed.

The meeting promises to bring to light the causes of the trouble which has arisen over the failure of Brickley to secure recognition, and the attack upon Green has accentuated the bitterness which has been apparent in Charlestown for a week.

Mayor Curley has demanded that the factions come to an agreement. He does not propose to inject himself into the controversy, but it is not improbable that he may declare his stand on the June 17 celebration.

How seriously the threatened defection of war veterans from the ranks of the paraders will be is unknown, but that it is more serious than has been admitted was evident yesterday.

In the city council Green offered several orders asking the mayor to obtain the active co-operation of state and federal officials in making the parade a great success. He is seeking, through the mayor, the assignment by Gov. Allen of the entire national guard to the parade, from the navy department, the ordering of the Atlantic fleet to Boston and the participation of its personnel in the parade, representatives of the air service of the navy and the dirigible, Los Angeles, as well as all high school cadets of Boston.

COUNCIL WAVERS LIKE 'STANDEES'

Votes Permit for El Buses, Then Reconsiders Its Action

MANAGER DANA AND CARMEN ON CARPET

After voting 10 to 9 for an ordinance permitting the Boston Elevated to carry standing passengers in buses not in excess of 25 per cent. of the licensed seating capacity, the city council, yesterday, immediately reconsidered the decision and by a vote of 15 to 5 postponed definite action until next Monday.

The poll of the council followed a somewhat turbulent executive session of two hours during which General Manager Edward Dana learned that the service provided by the Elevated is inadequate and unsatisfactory and President John Carey and Business Agent Timothy J. Regan of the carmen's union learned that the council was disinclined to pay any attention to the representatives of the Elevated employees.

Regan and Carey found it impossible to explain the vacillating position of themselves and the union upon the "standees" issue and the upshot of their appearance yesterday was the offering of an apology to the council by President William G. Lynch for imposing upon his colleagues four weeks ago in securing an audience for Carey and Regan.

The attitude of the council was a duplicate of the action of the Carmen's Union. At the close of the executive session the opposition to the proposed ordinance was practically unanimous but within 15 minutes a decided shift occurred, and with two members absent and one failing to vote, the ordinance was adopted 10 to 9.

In favor were Councilmen Arnold, Engliert, Fish, Fitzgerald, Green, Kelly, Lynch, Mahoney, McGrath, Norton, Power, Ruby and Wilson. Against were Arnold, Curtis, Gallagher, Gleason and Hein.

Upon the roll call for reconsideration moved by Councilman Norton, the vote was: In favor, Bush, Cox, Donovan,

Engliert, Fish, Fitzgerald, Green, Kelly, Lynch, Mahoney, McGrath, Norton, Power, Ruby and Wilson. Against were Arnold, Curtis, Gallagher, Gleason and Hein.

DANA EXPLAINS

In executive session Manager Dana declared that the Elevated has no intention of compelling riders to stand in buses but seeks the legal right to allow them to do so. He said that outside of Boston, municipal regulations allow standees to the number of 25 per cent. of seating capacity. He explained that the employees misinterpreted the intention of the company and assumed that "standees" would mean a reduction in buses and employees. That misunderstanding, he added, has been satisfactorily cleared.

Councillor Power drew from Carey the admission that he "always went to see Dana first" about matters covered in the agreement, and when Power demanded to know why, Carey and Regan asked the council to reject the ordinance without consulting Dana, the answer of Carey was "That is a matter of opinion."

Regan had a difficult time with his questioners and after he had evaded direct answers to several queries, he was suddenly excused. Thereupon President Lynch apologized for having interceded in behalf of Regan and Carey.

AMERICAN 4/29/30

INSISTS ON BAY STATE GRANITE

Metropolitan Commission Attacked in a Letter to Governor Allen

The proposal to use Indiana limestone in the construction of the proposed \$750,000 office building for the Metropolitan District Commission, at the expense of Bay State labor and material, today prompted a violent protest to Governor Allen from Traffic Commissioner Joseph A. Conry of Boston.

In a letter addressed to the Governor, the ex-Congressman describes the district commission as lacking common sense, incapable of leadership and as having outlived its usefulness.

Pointing out that Massachusetts unemployment is a subject of serious moment Conry asks why the commission seriously contemplates sending Massachusetts money out to Indiana and contends that the stonecutters of Chelmsford, Rockport, Milford and Quincy are entitled to the same thoughtful consideration as are the stonecutters of Indiana.

In his letter to Governor Allen and the Honorable Council Conry says in part:

"On June 5, 1929, was approved an appropriation of \$750,000 to build a new office building for the Metropolitan District Commission. Warning was sent to His Excellency at that time of the unwisdom of permitting the Metropolitan District Commission to have anything to do with construction work in view of its melancholy record on the Cottage Farm bridge. The warning went unheeded.

"It is respectfully submitted that at a meeting of the council on Wednesday, April 30, an order be passed directing the Metropolitan District Commission to build the new office building entirely of Massachusetts material.

AMERICAN 4/29/30

Curley, Master Welder, on the Job



Mayor Curley
Mayor Curley qualified as an expert electrical welder when work was started on the new 14-story Edison building at 182 Tremont st.

Charles L. Edgar
Julius Daniels
A. G. Leake
Mayor Curley is shown about to swing into action with his welding machine while officials of the Edison Company and guests look on. (Staff Photo).

More than 300 persons prominent in civic, industrial and engineering circles, witnessed the first electric weld on the new 14-story office building of the Edison Electric Illuminating Co. of Boston, at 182 Tremont st.

Mayor Curley made the first weld with electrical implement, assisted by Charles L. Edgar, president of the Edison Co.

The mayor wore the garb of a steel-welder. Shortly before he was made an honorary member of the Welders' Union.

The mayor lauded the rapid progress being made by the Edison Co. and said the new building would be a monument to the firm.

The new building is to be the largest office building in the world to be constructed by the process of electric welding and the first in New England by the process.

Mayor Curley was made an honorary member of the Bridge Structural and Ornamental Iron Workers' Union, Local 7, just before the ceremony and was presented with an engraved membership card.

HERALD 4/29/30

123 CONSTABLES WILL LOSE POSTS

Council Strikes Names from List After Investigation

The city council struck 123 names from the list of constables yesterday on recommendation of a special committee which has been investigating the records and qualifications of the 272 constables empowered to serve civil process who sought re-appointments. Of the number deleted 23 were constables holding official municipal positions who are not required to file bonds and 100 were men compelled to furnish bonds. Failure of 68 constables now holding official positions to comply with the

request of the special committee and answer a questionnaire of 25 questions automatically eliminated them. The other 32 were denied reappointment because of charges filed against some and in other cases for reasons which the committee deemed sufficient to warrant an unfavorable report. The action of the committee and the council does not mean that some of the men who will not be able to perform their duties after Wednesday will not succeed in obtaining new appointments. Quite a few will be given an opportunity to convince the committee that they are qualified to be constables.

POST 4/29/30 COUNCIL APPROVES 149 CONSTABLES

Seeking to weed out ungentlemanly constables, the City Council yesterday rejected 123 applicants and approved the appointment of 149 for the year starting May 1, upon recommendation of its special committee headed by Councillor Robert Gardiner Wilson, Jr., of Dorchester.

Reporting for the committee, Chairman Wilson stated that the majority of the constables in this city were courteous, experienced and well qualified for the position, but that a large number were new men without experience who "hoped for city jobs."

TRAVELER 4/29/30

Mayor Makes Boston's First Electric Weld



Mayor Curley making the first weld in the new Edison building. President Charles Edgar of the company is beside the Mayor, while other officials looked on.

Starts Construction Work on New Edison Building 182 Tremont Street—Will Be World's Largest Electrically Welded Structure

While city officials, officers of the Edison Electric Illuminating Company of Boston and other distinguished guests looked on, Mayor Curley made the first electric weld ever made in the history of Boston. It was made on the new Edison company building at 182 Tremont street.

SETS WORLD RECORD

The building will be 14 stories high and will be electrically welded throughout, making it the largest office building in the world built by the weld system. More than 60,000 inches of weld will be used in the building, which will contain 1200 tons of steel. It will be 112 feet deep, 60 feet wide and 155 feet high.

The ceremony today included speeches by F. P. McKibben, consulting engineer in charge of welding; Mayor Curley and Charles L. Edgar, president of the Edison company. Employees of the company quit work during the ceremony.

The directors of the company were present. Building Commissioner Hultman, ex-Fire Commissioner Glynn, Chairman Hurley of the street commissioners, Walter Burke of the city wire department, Redfield Proctor of the New England Council and others attended.

MAYOR PRAISES INITIATIVE

Henry I. Harriman, president of the chamber of commerce; Henry Attwill, chairman of the public utilities commission; I. Tucker Burr, F. H. Bliss, G. W. Babcock and other notables were also in attendance.

McKibben explained the history and development of the electric weld and said that it had been adopted by many cities and towns. The chief virtue of the new system is that it is noiseless.

Mayor Curley praised the Edison company for its progress, and said he was proud that Boston should have the largest office building in the world built by that system. Band music and other speeches were also enjoyed.

TRANSCRIPT 4/29/30

Japanese Girls Happy in Boston

Envoys Guests of City on Trip to the Wayside Inn

Boston's hospitality was extended today to the three Japanese young women who came here as "envoys of gratitude" on behalf of the Imperial Japanese Educational Association to convey to the people of this country Japan's appreciation of the aid given by the United States at the time of the earthquake in 1923. The visitors, Miss Kimi Ashino, Miss Keito Nakamura and Miss Sumiko Tokuda, through a change in their schedules, were able to accept an invitation extended yesterday by Mayor Curley to prolong their Boston visit and see more of the places of historical interest in and around the city. Accordingly, under escort of Miss Elisabeth M. Herlihy, secretary of the City Planning Board, acting for the mayor, the young women this morning made a tour of various parts of Boston, including South Boston, the North End and the park system, stopping among other places at the Old North Church and the Old State House. At the conclusion of the tour, the party went by automobile to Wayside Inn, Sudbury, for luncheon and a brief rest before returning to Boston preparatory to departure tonight.

Among gifts which the envoys will take back to Japan with them are wrist watches presented to each by the Waltham Watch Company through Mayor Curley, who incidentally informed the young women that the watches represented the finest in American workmanship.

Before leaving the city they declared that they had been deeply touched by their reception and the uniform kindness of Mayor and Mrs. Curley and the Japanese Society of Boston.

Following a luncheon at the Copley Plaza which the mayor tendered the visitors yesterday afternoon, the entire party was driven to the parkway near Jamaica Pond for brief ceremonies attending the planting of a few of the 300 cherry trees, the gift to the city by the Japanese society in Tokio. The three young ladies had presented the mayor with a bouquet of red roses to be conveyed to Mrs. Curley and at the time they had no idea that they would be invited to visit Mrs. Curley at her home.

Arriving at the stand erected on the parkway directly opposite the mayor's home, they were told that Mrs. Curley was able and anxious to meet them. They spent ten minutes in her sick-room, talking amiably in very good English, and on their return to the parkway assisted in planting several trees, with Mrs. Curley watching at her window.

The trees had arrived from Japan last week, and as most of them were in bud they had to be planted without delay. Some had been planted in the Public Garden and about 250 in the parkway close to Jamaica Pond. The eight saved for the ceremony had been partly planted.

The Copley Plaza luncheon tendered the visitors by the mayor was a municipal function of rare charm. City and State officials, representatives of the Army, Navy and members of the Japanese Society of Boston, and a group of Japanese students at Wellesley were invited guests. The student group sang the Japanese national anthem and the three envoys told the mayor that they were fond of American folk songs.

Beale Discusses Overgrown Cities

"The Problem of Cities that Have Outgrown Themselves" was the subject of an address yesterday at the Women's Educational and Industrial Union by Professor Joseph H. Beale of Harvard Law School, who has recently returned from London, where he made a study of the borough system at the invitation of Mayor Curley.

"A city is just as much a living organism as an individual," said Professor Beale. "It has the same diseases and requires the same cure. Unless Boston is to die, it has to grow." Boston is more or less uniquely situated, he said, with reference to expansion, in that it has grown up in the presence of nearby cities which are too large to be readily absorbed.

"Such cities as Philadelphia and Chicago," he said, "have expanded normally over hitherto unoccupied areas. A city grows from the center out as increasing space required for industry drives its residents farther from the center."

Professor Beale mentioned the former separate municipalities of London and Middlesex. "Their existence as separate units represented an artificial condition of two cities contending for space where there was room for but one," he said. The area of Greater Boston, he said, is a unit socially and politically, "and anything that makes it otherwise is arbitrary and fictitious."

The luncheon was held in connection with Better Homes Week program and was attended by several members of the Massachusetts planning board, architects and business men. Mrs. Eva Whiting White, president of the union, presided.

Council Stirred Over Bus Issue

For two hours yesterday afternoon the City Council considered the transportation facilities of Boston, the theme being the proposed ordinance permitting the Boston Elevated to carry standing passengers in busses not in excess of 25 per cent of the licensed seating capacity. After voting 10 to 9 for the ordinance, the Council immediately rescinded that action and by a vote of 15 to 5 postponed definite decision.

Manager Edward Dana of the Elevated learned during the session that the Elevated's service is unsatisfactory and President John Carey and Business Agent Timothy J. Regan of the Carmen's Union learned that the Council was disinclined to pay any attention to their representatives. Regan and Carey did not explain their vacillating position upon the standee issue and President Lynch apologized to the council for securing an audience with them.

In executive session Manager Dana declared that the Elevated has no intention of compelling riders to stand in busses but seeks the legal right to allow them to do so. He said that outside of Boston municipal regulations allow standees to the number of 25 per cent of seating capacity. He explained that the employees misinterpreted the intention of the company and assumed that "standees" would mean a reduction in busses and employees. That misunderstanding, he added, has been satisfactorily cleared.

Conry Urges Only Bay State Material for New Buildi

Protesting against the use of Indiana limestone in the construction of the new office building for the Metropolitan District Commission, Joseph A. Conry, traffic commissioner of Boston, calls up Governor Allen and the Executive Council to pass an order at the Council meeting tomorrow, directing the Commission to build the structure entirely of Massachusetts material. Mr. Conry's request is set forth in a letter to the governor and Council, in which he says in part:

"On June 5, 1929, was approved an appropriation of \$750,000 to build a new office building for the Metropolitan District Commission. Warning was sent His Excellency at that time of the wisdom of permitting the Metropolitan District Commission to have anything to do with construction work, in view of the melancholy record on the Cottage Farm Bridge. The warning went unheeded. For many months the Commission remained in its usual moribund condition. On about the first of April the Commission notified the world that it would open bids for the new structure on April 1. These bids provided for the use in the new building of limestone from the State of Indiana.

"On the 23d of April the Commission reluctantly recanted and decided as an alternative to permit the use of Massachusetts granite and the date for opening the bids was postponed until the first of May. On the 25th of April the board experienced another change of mind and notified the bidders of another alternative.

"Massachusetts unemployment has been a subject of serious consideration. It is exactly why any Massachusetts commission should seriously contemplate sending Massachusetts money, taken from the pockets of Massachusetts taxpayers, out to the State of Indiana passes the understanding of the average taxpayer.

"Directly across the street from this Commission is the Suffolk County Court House, built of Massachusetts granite. Stonecutters of Chelmsford, Rockport, Milford and Quincy are entitled to the same thoughtful consideration as are the stonecutters of Indiana."

Mayor Welds Joint on Edison Building

More than 200 persons prominent in civic, industrial and engineering activities were present today when Mayor James M. Curley made the first electric weld on the new 14-story office building of the Edison Electric Illuminating Company in Boston.

The steel frame of the edifice is to be electrically welded throughout, making it the largest office building in the world to be constructed by this method, according to officials of the Edison company.

About 60,000 inches of weld will be necessary to hold the structure together. It will be 112 feet deep, 50 feet wide and 155 feet high. Julius

DEPUTY FOX TO BE SENNOTT'S SUCCESSOR

Mayor Curley Announces His
Promotion Because of
Known Ability

Deputy Fire Chief Henry A. Fox will succeed Chief Daniel F. Sennott when the latter is retired on a pension shortly, it was announced by Mayor Curley at City Hall today.

Sennott will be 75 years old on May 26 and under the provisions of the retirement act will sever his connection with the city's fire-fighting force on half pay.

Mayor Curley let it be known to the reporters at City Hall who questioned him about the retirement of Chief Sennott that the latter was one of the best fire fighters in the city and has an enviable reputation in combatting flames.

In commenting on Sennott's successor the Mayor declared Deputy Chief Fox was next in line for the place and was entitled to promotion because of his knowledge of fire-fighting.

This was the first time since the published report of Chief Sennott's contemplated retirement under the pensioning act that Mayor Curley indicated who his successor will be.

Born in the old town of Charlestown in 1860, Chief Sennott has been connected with the Boston fire department many years.

Daniels of the Edison promotion department had charge of the ceremony. F. P. McKibben, consulting engineer in charge of the welding work and formerly associated with the Massachusetts Institute of Technology, described the welding process and explained its application.

Charles L. Edgar, president of the Edison Company, after a brief résumé of the history of structural welding, introduced Mayor Curley, who, after announcing that he had been made an honorary member of the Structural Iron Workers' Union, welded the first joint.

MONITOR 4/29/30

GLOBE 4/29/30

STARTS BIGGEST OFFICE BUILDING EVER WELDED

Mayor Curley Makes First Connection on Edison Construction Job, Using New, Silent Method

Mayor Curley, squatting comfortably on a steel girder which forms the real sill of the just-begun Edison office building at 182 Tremont st, this morning handled the electric welding tool and bound the stub of the first upright steel member of the building to the sill.

When he had finished, two workmen who had been patiently trying to grind a tune out of a little portable forge, set a red-hot rivet in the old-fashioned way, just to show the crowd the difference between the old racket and the new silence.

Of course, the new way carries its penalty just as the old one did. Up to now, the ears have suffered; nerves have been racked throughout every building which has had the misfortune to be next door to new construction.

This morning, signs prominently displayed warned the spectators not to look at the arc of flame. Stared at from very near, a few seconds looking will mean a headache.

Grandstand

The Edison Electric Illuminating Company of Boston arranged to have the start of its new office building celebrated fittingly. It built a fine, big grandstand round the spot on the rear wall where the joint was to be sealed, and issued handsome invitations to witness the event.

The weld could have been made at any one of a number of places on the structure. The rear wall, on Head pl, was chosen partly because of its accessibility for the current and the riveting outfit, and more because it was away from the traffic of Tremont st, which surely would have been tied into knots if the ceremony had taken place at the front.

All sorts of well-known men were on the platform, and the windows of the company's present office building, across Head pl, were choked with the smiling faces of the women employees.

Four amplifiers carried the words of the speakers clearly to everybody. The high wall of the neighbor building on Tremont st had every window filled also, and Head pl was choked with the noninvited.

Julius Daniels of the Edison promotion department opened the proceedings, and turned the meeting over to F. P. McKibben, consulting engineer in charge of the welding work. Mr McKibben gave a short history of electric welding, which had its first demonstration in Philadelphia in 1877, before the Franklin Institute.

By 1887, he said, the process was already in use for welding street railway rails. The first arc welding on a building was done in 1916, but the process has come into general use only in the last 10 years.

When two pieces of thick steel are to be welded, he explained, one wire of the electric circuit is clamped to either of the pieces of steel, and the other wire ends an electrode, clamped in a holding tool for the hand of the welder.

This electrode the welder first touches to the steel to be welded, causing

the current to flow. He then withdraws the tool $\frac{1}{8}$ to $\frac{1}{4}$ of an inch. An arc of flame forms in this small space, and creates a heat so great as to melt the two pieces of steel that are to be welded. They "flow" into one solid piece of steel. Incidentally, the wire of the electrode also melts away, and must be replaced from time to time.

Helmet Too Small

Special legislation, or special permits, must be given before the new method can be used, under most municipal building regulations. But 70 cities have already modified their codes so as to permit the use of noiseless electric welding.

Nearly 100 buildings in the United States have been welded wholly or partially. The biggest one is the Hotel Homestead, in Hot Springs, Va, which is 11 stories high in the main part. In that structure there is not a single rivet.

The building started this morning by the Mayor will be the biggest office building in the world ever built by this method. About 60,000 inches of weld will be used in the building. It will contain 1200 tons of steel, and will be 112 feet deep, 60 feet wide and 155 feet high.

Pres Charles L. Edgar of the Edison Company introduced Mayor Curley, who made one of his prettiest addresses. He noted the importance of the occasion, in that it occurs in 1930, the 300th anniversary of the founding of the town of Boston, and that the building faces the historic Boston Common.

He insisted that the erection of the new building means something more than the addition of another outstanding building to the large number already in the city. He held it to be an indication of the progressiveness of one of the largest public utilities, and turned from his direct speech to a consideration of what the service of an electric light and power company means to the community and to the individual.



JULIUS DANIELS
Assistant superintendent Edison Company promotion department

The Mayor now came to the trying part of the program. He took off his overcoat and put on a pair of huge yellow gloves. Then somebody handed him one of the black helmets, with colored eye-pieces in them, which welders use to protect their eyes. It wouldn't work, too small for the head of the Mayor of Boston. So he drew a half-helmet, or mask, which he held before his face.

There was a brief period of instruction of the new workman, and then a much longer period of photographing him, and finally he sat down and went to work.

The arc blazed and sputtered, and the experts could tell by the sound that he was holding his electrode too far away from the work, making too long an arc and not getting enough heat. But he did make a "spot weld," and officially the work was started.

On the platform, with hundreds more, were noticed Ex-Fire Commissioner Theodore Glynn, Building Commissioner Eugene Hultman, Chairman Hurley of the Street Commission, Walter Burke of the city's Wire Department, Redfield Proctor of the New England Council, Henry G. Harriman representing the Chamber of Commerce; Chairman Harry Attwill of the Public Utilities Commission, L. Tucker Burr, C. W. Babcock of the Westinghouse Company, F. H. Bliss of the General Electric Company and Pres Frank A. Comerford of the New England Power Company.

Post 4/29/30

Council Acts in the Dwyer Case—Hope Dwindles

Hope that the slayer of Patrolman Franklin B. Dwyer of the Fields Corner station would be brought to justice was fast dwindling last night as the days passed finding the investigators of the crime still without any tangible clue in their possession.

OFFERS \$500 REWARD

Although Special Officers Edward V. Brabazon and Martin Monahan of the Fields Corner station, have worked night and day ever since the shooting early Wednesday morning, they faced the same blank wall last night that has confronted them at every turn of the investigation.

A reward of \$500 for information leading to the detection of the slayer was voted yesterday by the City Council, on recommendation of Councillor Francis E. Kelly of Ward 15. The order differed from the usual form in that it does not require the conviction of the criminal. It will be presented today to Mayor Curley for his signature, which he has already promised.

RECORD 4/30/30

His Honor Turns Welder for Edison Building



(Daily Record Photo)

Mayor James M. Curley, left, shown yesterday at 182 Tremont st., with welding machine as he started work on new Edison Electric Illuminating Co. building. Left to right, Mayor Curley, President Charles L. Edgar of the Edison Co., Julius Daniels, master of ceremonies; A. C. Lake, construction head.

GLOBE 4/30/30

MAY DAY PROGRAM ON COMMON TOMORROW

An old English custom will be observed near the Parkman Bandstand, Boston Common, tomorrow noon, when children of the Elizabeth Peabody House, with Miss Dorothy V. Sammis as director, will dance about the maypole and choose their May queen. Before and after the pantomime the Commonwealth Band, Edward Tracy, director, will render a program of 10 selections.

This May festival, sponsored by the city's public celebrations committee, J. Phillip O'Connell, chairman, was arranged at the suggestion of Mayor Curley, who recently issued a proclamation asking that the public schools give recognition to May Day and that citizens throughout the city fly the city and American flags as a mark of patriotism. Many letters have been received at City Hall complimenting the Mayor on his proclamation and his desire to give special prominence to American ideals.

Fifty children will take part in the maypole ceremonies, all to be dressed in quaint English costumes, representing many of the characters of early English history. They have been chosen from among pupils in the West End schools.

Following the exercises about the maypole the children will present May baskets to their queen in a pantomime for which they have been diligently coached by Miss Sammis.

The Durant, Inc. has requested that the children repeat their festival at Bates Hall in the evening. The costumes, different from any previously seen in pageants in this country, have been made and designed by the Community Service Dramatic Department.

If the festival proves as attractive as expected, every effort will be made to keep it a permanent feature of May 1.

After the festival several of the dancers will be driven to the Children's Hospital, where they will leave May baskets for some of the patients.

FOX TO BE NEXT FIRE CHIEF, CURLEY SAYS

Mayor Curley announced yesterday that Asst Fire Chief Henry A. Fox will succeed Daniel F. Sennott as chief, when the latter retires, May 26, at the age of 70.

Chief Fox, because of his age, will serve less than two years before he will be retired. Mayor Curley felt that the appointment belonged to Fox, although considerable pressure was brought to bear in the interest of other candidates.

"If," said Mayor Curley, "I am alive and Fox is alive, May 26, he will be appointed chief of the Boston Fire Department."

COMPLETION OF CENTRE-ST WIDENING LIKELY THIS YEAR

The widening of Centre-st, from the Parkway at Forest Hills to the West Roxbury parkway, may be completed this year, Mayor Curley declared yesterday.

This important artery to Dedham and Providence will be made 100 feet wide in the section where it joins the parkway at Forest Hills, along to Weld st. From there, it will be 80 feet wide to that section of Centre st already widened, near the West Roxbury parkway.

Street Commissioners are going ahead on the landtakings in the Charles st widening, the Mayor said.

Curley Picks Fox as Next Fire Chief

In spite of pressure brought to bear on Mayor Curley in behalf of other candidates, Henry A. Fox, now assistant chief, will succeed Daniel F. Sennott as chief of the Boston fire department when the latter retires toward the end of next month.

Mayor Curley made this announcement yesterday. He made



HENRY A. FOX

it plain that Fox's knowledge and his experience as well as his being next in line for promotion entitle him to the job, and said there was not the slightest doubt of his appointment to it.

GLOBE 5/1/30

MAYOR APPROVES AWARDS FOR LAND TAKINGS

Awards of the Street Commissioners for land takings were approved today by Mayor Curley; one of \$13,500, Green st, West Roxbury district, for school purposes; Outlook and Byers road, Dorchester, \$7164, and \$2160 for street improvements, Chester st, Hyde Park.

MAYOR CURLEY AWARDS CITY COAL CONTRACTS

Lowest bidders today were awarded contracts amounting to almost \$300,000 by Mayor Curley for the furnishing of coal for the police and fire boats, city departments and the institutions departments.

The Metropolitan Coal Company received the contract at \$6.38 per ton for 3700 tons of semibituminous for fire and police boats; Standard Coal Company, \$12.28 a ton for 8000 tons of anthracite and \$5.73 for 10,000 tons of semibituminous for city buildings; Staples Coal Company, \$5.59 a ton for 13,000 tons of semibituminous for ferry boats, and New England Coal and Coke Company, \$5.44 a ton for 13,000 tons of semibituminous for Deer Island and the Long Island Hospital.

CHRON 4/30/30

MAYOR USES ELECTRIC WELDING TOOL IN STARTING NEW EDISON BUILDING



MAYOR CURLEY ABOUT TO MAKE FIRST ELECTRIC WELD ON EDISON OFFICE BUILDING
Left to Right—Mayor Curley, Pres Charles L. Edgar, Julius Daniels, A. G. Leake.

With an electric welding tool Mayor Curley yesterday morning bound the stub of the first upright steel member of the new Edison Building at 182 Tremont st, which is to be the biggest welded office building in the world.

That the beginning of the new structure, with Mayor Curley officiating, could be comfortably observed, the Edison company had a large grandstand built near the rear wall where the joint was to be sealed, and it was well filled by prominent persons who had been invited to attend the ceremony.

Four amplifiers carried the words of the speakers to everybody. The high wall of the neighbor building on Tremont st had every window filled, and Head pl was choked with noninvited.

Julius Daniels of the Edison promotion department opened the proceedings and turned the meeting over to F. P. McKibben, consulting engineer

in charge of the welding work. Mr McKibben gave a short history of electric welding, which had its first demonstration in Philadelphia in 1877, before the Franklin Institute.

By 1887, he said, the process was already in use for welding street railway rails. The first arc welded on a building was done in 1916, but the process has come into general use only in the last 10 years.

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In the building started yesterday by the Mayor about 60,000 inches of weld

will be used. It will contain 1200 tons of steel, and will be 112 feet deep, 60 feet wide and 155 feet high.

Pres Charles L. Edgar of the Edison Company introduced Mayor Curley, who insisted that the erection of the new building means something more than the addition of another outstanding building to the large number already in the city. He held it to be an indication of the progressiveness of one of the largest public utilities.

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The arc blazed and sputtered, and the experts could tell by the sound that he was holding his electrode too far away from the work, making too long an arc and not getting enough heat. But he did make a "spot weld," and officially the work was started.

Boston's Free Show



East and West started digging in Jamaica way in front of Mayor James M. Curley's home. They were planting six of the 300 cherry trees sent here as tokens of Japan's gratitude for American relief in earthquake distress. Left to right, Miss Kimi Ashino, Miss Keiko Nakamura and Miss Sumiko Tokuda of the Japanese goodwill mission, Secretary Hidesaburo Yokoyama of the mission, President Courtenay Crocker of the Japan Society of Boston and Mayor Curley.

The Japanese cherry trees just planted around Jamaica Pond and the Public Garden pond, 300 in all, testify to the goodwill and gratitude of the Japanese Government for American assistance during the Japanese earthquake of 1923.

But they also emphasize the wonderful floral and arboreal free shows that Dame Boston, through her park department, is constantly staging for the public, with admission free.

The display of forsythia in Arnold Arboretum is beautiful. For years we have had Japanese cherry trees in the Arboretum. They are now in bloom. The blossoms should be at their best next Saturday and Sunday.

In the Public Garden, right in the heart of the city, magnolias are in flower. Tulip blossoms are just coming through.

And pansies, the flower with the human face! Did you know that 70,000 pansy plants, set out in Public Garden beds this spring, are now showing their colorful petals. Go there Sunday, if you can, and see the pansies smile at you. They will be at full flower then.

All through Boston's splendid parkway system, along the shores of Muddy river, in the Fenway chain, around Ward's and Jamaica Pond, flowers and shrubbery of the early season abound for your delight. Solomon was arrayed in all his glory. But Boston's free floral show is more gorgeous.

THE "STANDEE" PROBLEM

If denying the Elevated the right to carry "standees" in busses would result in providing seats for all those who patronize the bus lines then it could be justified. But it will not work out this way, especially in the rush hours.

The person who is forced to wait on a cold street corner in mid-winter for a bus can't see the sense of a "no standees" ordinance if it results in his losing 20 minutes or a half an hour because no seats are left in the busses. He is willing to undergo the discomfort of standing rather than freeze on the sidewalk.

There is not one passenger in a hundred who will not jam into a crowded Elevated train in the rush hours even if he knows there will be plenty of room in the next one three minutes later. On the Cambridge subway from the Washington street station in the evening the cars are crowded up to 6 o'clock. But at 6:10 it is very frequently possible to get a seat. Yet, how few persons are willing to wait 10 minutes to ride in more comfort.

The average passenger is in a rush. He detests waiting. The one thing that enrages him more than anything else is to have a crowded street car or bus pass him by. No matter how crowded the car or bus, he thinks it should stop to take him on.

It is obvious that under present conditions the Elevated cannot provide seats for all passengers during the rush hours. But what a roar would go up if standing in Elevated trains or surface cars were prohibited. Ninety-nine persons out of a hundred will prefer discomfort to delay.

Standing in a bus is much more uncomfortable than in a surface car. Busses were not made for "standees." But if it is a question of crowding into a bus or waiting 15 minutes or more on the chance of getting a seat the vote for standing would be virtually unanimous.

In theory the idea of compelling the Elevated to provide a seat for every bus passenger is a good one. But in practice it won't work out—at present at least.

Post 4/30/30

JAPANESE TREES AS GIFT TO HUB

Mrs. Curley Watches From Window
While Mayor Assists in Planting on
Shore of Jamaica Pond



PLANTING JAPANESE CHERRY TREE

Scene in the Jamaica way yesterday as Japanese "good will" emissaries planted a cherry tree near Mayor Curley's home. Left to right: The Misses Sumiho Tokuda, Kimi Ashino, Keiko Nakamura; Mr. Hidesaburo Yakoyama, Courtenay Crocker and Mayor Curley.

While Mrs. Curley, attended by her nurse, looked on from a window in her home, her husband, Mayor Curley, yesterday afternoon accepted, on behalf of the city, 300 Japanese cherry trees presented by three Japanese maidens, "envoys of gratitude," for the Imperial Japanese Educational Association.

TREE PLANTING CEREMONY

The ceremonies and tree planting were held on the Jamaica way, opposite the Curley residence. Courtenay Crocker, president of the Japan Society

of Boston, spoke for the Misses Kimi Ashino, Keiko Nakamura and Sumilo Tokudo, one of the winners of the Lincoln essay contest in 1929.

Before the actual tree ceremony the Japanese girls visited Mrs. Curley at her home. When the group left the house to plant several of the trees, Mrs. Curley watched from a window. As the envoys departed from the Jamaica way they waved a farewell to the Mayor's wife, and the latter returned the greeting.

William P. Long, park commissioner, told of the plans to set out 50 of the trees about the pond at the Public Garden, and the remainder on the Jamaica way.

The trees were presented in honor of the tercentenary and in appreciation of the assistance from the people of the United States during the earthquake disaster in 1923.

Luncheon for Japanese Girls

Following their reception at City Hall the Mayor gave the Japanese girls an official luncheon at the Copley Plaza, which was attended by a group of 200 representative leaders of Greater Boston.

In English the three "envoys of gratitude" voiced the appreciation of their homeland for the reception and the hospitality granted them by the people of Boston and its chief official.

Others speakers were President Courtenay Crocker of the Japan Society of Boston, Professor Thomas Nixon Carver of Harvard, vice-president of the society, and Secretary of State Frederic W. Cook, representing Governor Allen.

CONRY MAKES BIGOTRY CLAIM

Says Few Catholics Named
to State Boards

LOWELL, April 29—Traffic Commissioner Joseph A. Conry of Boston renewed charges that Catholics are not given proper recognition on the boards and commissions in Massachusetts during an address here tonight at the 40th anniversary banquet of the Young Men's Catholic Institute.

"On all the various and numerous State commissions and boards, Roman Catholics are conspicuous by their absence," he declared. "No one questions the intellect of Catholics, yet they are denied their proper recognition in the State administration."

Conry told his audience, after praising the ideals and accomplishments of such organizations as that which he was addressing that if "Catholic men of this calibre were given an opportunity to serve on the commissions of the State, the State would grow and prosper as the Catholic Church has prospered."

GLOBE 5/1/30

CITY HALL ANNEX PHONE CHIEF IS PROMOTED

Mayor Curley announced today that Miss Agnes Daly, for several years chief operator in the exchange in the City Hall Annex, had been promoted and will soon transfer to the School Buildings Department.

Post 4/30/30

\$4,120,000 IN BILL FOR HIGHWAYS

Long List Included in Measure Reported to Legislature

Parkway and road improvements in the metropolitan district, at a cost of \$4,120,000, were recommended to the Legislature in a bill reported yesterday by the committee on metropolitan affairs.

HIGHWAYS PLANNED

The list of improvements, intended to relieve automobile traffic congestion, includes a State highway from Canton, through Westwood, Dedham and Needham to Wellesley, at a cost of \$1,400,000; a highway from Washington street, West Roxbury, near the parkway, through Poplar and Canterbury streets to the Cummins highway and thence to Canterbury and Blue Hill avenue, at a cost of \$750,000; a State highway beginning near Milton street and Brush Hill road, following the general course of the Neponset River in Milton and Hyde Park to a point near Cheever street, Milton, thence along Brush Hill road to the intersection with Blue Hill Parkway, \$200,000; a parkway or boulevard from West Roxbury Parkway, near Weld street, thence over public and private lands to Corey street and Brook Farm road, thence to Spring street, near Charles River Crossing, \$700,000; a State highway in Revere, from Revere Beach Parkway, near Revere station of the B. & M., northeasterly to connect with the north shore road south of Revere street, \$600,000; an overpass for vehicular traffic on Revere Beach Parkway at the Parkway and Broadway, Revere, \$130,000.

Plans for North of Boston

Included in the committee's bill also are recommendations that the metropolitan district commission take such land as is necessary for highway improvements at the intersection of Memorial Drive and Boylston street, Cambridge, at an estimated cost of \$20,000; construction of a traffic circle at Revere Beach Parkway and Middlesex Fells Parkway, Medford, \$40,000; taking of land for extension of Furnace Brook Parkway in Quincy, \$90,000; taking of land for a parkway from the Newburyport Turnpike at a point north of the easterly terminus of the new Lynn Fells Parkway to a point in the Lynn Woods, \$10,000.

The committee recommended also that the city of Boston park department, with the approval of the Mayor, may lay out and construct a parkway beginning at Centre street, West Roxbury, between Walter and Weld streets,

thence to the west Roxbury parkway. For this purpose the city is authorized to issue bonds up to \$120,000.

Reporting these measures the city turned down some \$10,000,000 of proposed metropolitan boulevard improvements, largely because of the financial situation, and directed the State department of public works to make an investigation and report next year as to the most important of these proposals.

Would Improve Traffic Situation

In a statement issued at the time of filing the report in the House yesterday Representative Elliot Wadsworth of Boston sets forth the view of the committee that there is urgent need of making better provision for improving automobile traffic conditions, and that while the money authorized in yesterday's bills is intended to be spent over a three-year period, the need of future development to relieve automobile congestion is very great. In his statement Mr. Wadsworth said:

"The bill reported today by the committee on metropolitan affairs provides for a construction programme in the metropolitan district costing \$4,120,000 over the next three years. Roadways, a traffic underpass, a traffic circle and land takings for future roads are included.

"Many other useful projects, largely for traffic relief, were contained in bills before the committee, the aggregate cost being approximately \$10,000,000. For financial considerations, if for no other, they must be deferred, but the committee has introduced a resolve calling for further study by the department of public works."

APPROVES STANDEES BUT WAITS

Carmen's Union Heads Ordered From City Council

After ordering two labor leaders from its executive session, the City Council, cutting away from its policy of the past three years, voted yesterday to permit the Elevated to carry standing passengers in its busses operating in this city, and then agreed to reconsider the matter for another week.

10 TO 9 FOR STANDEES

The week's delay was demanded by Councillor Clement A. Norton of Hyde Park for the purpose of permitting

Councillors John F. Dowd and Peter A. Murray to vote on the question at the next meeting. They were absent yesterday when the standing vote was taken, which favored "standees" by the slim margin of 10 to 9, and it was reported probable that they would overturn the decision next Monday.

President John Carey and Business Agent Timothy J. Regan of the Carmen's Union were "excused" suddenly from the executive session, on motion of President William G. Lynch of the Council, who charged them with being "unfair" in refusing to answer questions of the Councillors.

Changed Their Attitude

President Lynch declared that he was responsible for inviting the labor leaders to appear and said that he desired to "apologize" for doing so. The union officials appeared before the Council three weeks ago, opposing the permit for "standees" on the ground that it would mean the "laying off" of operating members of the union, but yesterday they voiced their approval of the "standee" permit.

Unable to obtain what he considered a satisfactory reason for their change of attitude, President Lynch charged that Elevated officials had brought pressure to bear on the union heads to force them into an "about face," so he moved that the permit be defeated. Addressing General Manager Edward Dana of the Elevated, President Lynch declared that he was willing to wager that "a tightrope walker, could not stand up in a bus on the Bay View line in South Boston."

Permit 10 to Stand

Mr. Dana appealed to the Councillors to follow the example of Malden, Medford, Somerville, Arlington and Brookline, by permitting five, six or 10 passengers to stand, according to the capacity of the bus, requesting a standing limit of 25 per cent above the seating capacity.

Labor representatives explained that at their first meeting, with 80 present, it was voted to oppose the "standees," but at the second meeting, with 350 present, only 38 voted against the "standees."

They declared that, following their first appearance before the Council, General Manager Dana accused them of breaking the agreement between the Elevated and the union by not "co-operating."

TRAVELER 4/30/30

COLUMBUS PARK PAGEANT URGED

Mayor Names Committee to Consider Its Use at Tercentenary

The advisability of utilizing Columbus park in South Boston, for a great industrial exposition, for military, naval and musical pageants, and for the promotion of Massachusetts industries, in connection with the tercentenary, will be considered by a committee named by Mayor Curley today at a large meeting in his office.

Col. John S. Berger of Los Angeles, who has had many years of experience in the promotion of similar expositions, described tentative plans for the Boston feature, and elaborated upon the idea of including in the participants, representatives of all branches of the army and navy. He proposed to arrange for a variety of entertainment, suggested that the famous bands of the United States and other countries could be secured, that operatic singers of international fame could be obtained, and that pageants of endless variety could be scheduled among the attractions.

He suggested a layout which embraced 1400 exhibition booths. It is planned to have the exposition continue three weeks from Aug. 15 when the work upon the new stadium at Columbus park will be completed.

To investigate the wisdom of carrying out the Berger plan, Mayor Curley named a committee consisting of John F. Fitzgerald, chairman, Corporation Counsel Samuel Silverman, Park Commissioner William P. Long, John T. Scully of the industrial bureau, Frank S. Davis of the Maritime Association of the Chamber of Commerce, William J. McDonald, Eva Whiting White, Prof. Joseph H. Beale and John Jackson Walsh.

HERALD 4/30/30

PASS THE BUS ORDINANCE

By one of those mysterious reversals of position understood only by the politically-minded, the city council voted 10-9 on Monday to adopt an ordinance permitting the Boston Elevated to carry standing passengers in its buses to the extent of 25 per cent. of their seating capacities. Then, by a vote of 15-5, the council reconsidered its first vote and postponed action to next Monday. One supposes that the councilors wished to study the problems of bus transportation more thoroughly, possibly going into the records of the state department of public utilities, consulting insurance statistics, and in other ways running down all sources of reliable and impartial information.

While such research is to be encouraged, it is probable that they would indicate that no lives would be imperiled by the proposed ordinance and that, on the other hand, passengers going a short distance would rather stand if necessary than wait for another bus—a custom that is followed in other Massachusetts communities with no ill-results. Moreover, the Elevated must be permitted to operate buses to their normal capacity or be forced to seek elsewhere for additional income. The council should pass the ordinance on Monday.

ARBELLA OFF FOR ILLINOIS

Herald Good-Will Fliers Get Warm Greeting in Midwest

ROBERTSON, Mo., April 30—The Boston Herald good-will ship, the new Arbella, left this city today on its flight around America for Springfield, Ill., and Indianapolis.

So far the airship which is bearing invitations from Mayor James M. Curley of Boston and Gov. Frank Allen of Massachusetts to the people of cities and towns in America to attend the tercentenary and convention of the American Legion in Boston has maintained a perfect schedule.

Greetings and receptions by legion officials have been warm and cordial. Mayor Victor J. Miller today greeted the crew of the airplane at City Hall, received the invitations and agreed that he would extend the invitation to the people of his city. The plane took off shortly after the ceremony at City Hall.

HERALD 4/30/30

EL'S GOVERNOR SQ.

PACT IS REJECTED

New Committee Named to Draft Bill

The plan to relieve congestion at Governor square agreed upon by the trustees of the Elevated, the city of Boston and a sub-committee of the legislative committee on metropolitan affairs was rejected yesterday by the full committee on metropolitan affairs.

When the rejection was announced the full committee named a new sub-committee to draft a new bill. The new committee consists of Senators Fish of Brookline and John F. Buckley of Boston and Representative Martin Hays. The committee will offer a new bill, based on the act of 1928, by which Boston will pay 2½ per cent. of half the cost of the improvement and pay the other half outright. The committee will also let Boston decide whether or not day labor will be employed on the project.

ATLANTA 4/30/30

WILL CHANGE PLAN FOR GOVERNOR SQ

Legislators Reject Bill of City and Elevated

Not satisfied with the bill for extension of the Boylston-st Subway under Governor sq prepared by the sub-committee, the Legislative Committee on Metropolitan Affairs yesterday created a new sub-committee to draft a new bill. The measure will be reported at an executive session of the full committee tomorrow. The sub-committee appointed is made up of Senator Erland F. Fish of Brookline, Senator John F. Buckley of Boston, and Representative Martin Hays of Brighton.

The action of the committee yesterday in rejecting a bill that had been agreed upon by the city of Boston and the directors and trustees of the road was something of a surprise. The belief is that so many varying opinions are held by the members of the full committee that there is danger that no bill will receive unanimous approval of the committee members.

According to rumor the new sub-committee is expected to draft a bill similar to that passed in 1928, which was not accepted by the city under Mayor Nichols. Under the 1928 bill the city would receive an annual rental of 2½ percent on one-half the cost of the improvement and it would be further required to pay the remaining 50 percent without rental.

Mayor Curley had suggested that day labor be employed and this provision is likely to be incorporated into the bill to be reported tomorrow.

POST 4/30/30

10 PROMOTIONS AS SENNOTT LEAVES

Following the retirement of Daniel F. Sennott as chief of the Boston fire department, which it is now understood will take place some time before May 26, when he reaches the age of 70, at least 10 men, including the present assistant chief, will be promoted.

A deputy chief, a district chief, a captain, four lieutenants and several privates, it was reported yesterday, will be advanced one step in the department when Chief Sennott steps out.

Reports that Assistant Chief Henry A. Fox would be selected as Sennott's successor were confirmed yesterday when Mayor Curley told newspaper men that he would appoint the present assistant chief to the head of the department upon the retirement of Chief Sennott.

That Deputy Chief Henry J. Power of Division 1 would succeed Fox as assistant chief was also predicted at fire headquarters yesterday.

Pay Tribute to Veteran Doctors of New England

Message from President Hoover Marks N. E. Doctors' Day of Medical Center

Fifty veteran doctors of New England, who have served their communities for more than half a century, were honored guests of Boston today at a reception in which governors of three States took part and which included a visit to Governor Allen at the State House and a testimonial luncheon at the Boston City Club. A message from President Hoover was read at the luncheon, in which he tendered his greetings to the venerable practitioners, and among prominent officials present were Governor John E. Weeks of Vermont, Governor Charles W. Tobey of New Hampshire and Mayor James J. Curley.

Probably the outstanding figure of the day was the venerable Dr. Merritt H. Eddy, ninety-seven years old, still in practice, and bearing lasting evidence of the health-giving qualities of the Green Mountain State from whose northern districts—the town of Middlebury—he hails. Dr. Eddy was named as the oldest of New England family doctors thus ending the search of the New England Medical Center, sponsor of the celebration, for the dean of New England family physicians, so that its cornerstone might be laid by the man most fitted to lay it.

Since yesterday the venerable doctors have been coming into Boston, some of them from the farthest corners of New England. This morning, at the New England Doctors' Day headquarters in the Hotel Statler, they gathered to start the proceedings. The first scene had its dramatic side, for several of the old doctors there met old acquaintances whom they had not seen since medical school days.

A fleet of motor cars lent for the occasion by the automobile dealers of Boston, carried the venerable doctors from the Statler to the State House. Preceded by siren-sounding motorcycles, the party traversed Boylston, Tremont and Park streets, to draw up before the west entrance to the State House grounds, where the Navy Band of Charlestown Navy Yard was playing in their honor.

In the forward car of the procession was Miss Rosamond Fernald, nurse of the hospital for children of the Boston Dispensary, who for the day was maid of honor to Patsy, the Medical Center baby, whose photograph appears in the appeal to complete the center and help the sick babies of Boston. With Patsy and Miss Fernald was also Mrs. Patrick Flynn of South Boston, Patsy's mother.

Deserve Gratitude of a People

Mayor Curley, the first speaker at the luncheon, said that in the 500 conventions scheduled for Boston in 1930, no group or organization, not even excepting the American Legion, are "more deserving of the heart-felt gratitude of a people than the old family doctors, assembled here today." The mayor said it was a pity that there was no system of pensioning these men who grow old in the service of the people, and that if the doctors of Massachusetts assembled the money honestly and actually owed to them, a \$100,000,000 Medical Center could be built without asking for a contribution from any living soul.

"These men," said the mayor, "devoted to the profession of healing, ministering to the ill, who never entered a sickroom with a sad face no matter how heavy their hearts, or how light their purses, should be characters of inspiration and make the millions look like nothing. Every individual in New England owes something to the family doctor. Let's get behind the Medical Center and raise the funds for one of the most necessary and essential things ever known in the history of New England—the kindly and lovable old family doctor."

Dr. Roger I. Lee, chairman of the doctors' committee of the Center, said the mechanical robots of civilization are driving us into the arms of a swarm of specialists. In the modern jargon," he said, "the family doctor is not a good advertiser because he still thinks in terms of 'tantrums' instead of 'complexes,' in terms of 'calf love' instead of Freudian sexual inhibitions, in terms of stomachache instead of spasmic colitis."

Dr. Albert Worcester of Cambridge, speaking in the same vein, said that while he felt this was an exhibition of those competing for the prize of superannuation, he had yet to find in any modern textbook that any pill has been devised which is a better tonic than hanging up a pair of trousers where a sick man can look at them.

RECORD 4/30/30 FLAYS CURLEY FOR DROPPING 9 ENGINEERS

Mayor Curley was hit for discharging nine engineers at City Hall to "save a few paltry dollars," as the result of making a contract with the Edison Co. to heat that building, by Rep. Leo M. Birmingham of Brighton, minority leader of the House, yesterday.

Birmingham said if the mayor and also the postoffice officials, who signed a similar contract, join with the Legislature in its demand for a reduction in gas and electric rates they might save the taxpayers thousands of dollars.

He attacked the free lamp service of the Edison Co., and its rates to small consumers, and questioned if the cost of the company's new heating plant on Kneeland st. is to come out of the pockets of consumers.

Columbus Park for an Industrial Fair

So interesting was a proposition advanced by Colonel John S. Berger of Los Angeles, that Columbus Park in South Boston be utilized for a great industrial exposition, in connection with the Boston centenary program, Mayor Curley called a meeting of the tercentenary group today to consider the proposition.

Colonel Berger, who has had years of experience in the promotion of similar expositions, outlined tentative plans for the Boston feature, and elaborated on the idea of including in the participants, troops representing all branches of the Army and Navy. He proposed to arrange for a variety of entertainment, suggested that the famous bands of the United States and other countries be secured, that operatic singers of international fame could be obtained and that pageants of endless variety could be scheduled.

The layout which the promoter indicated embraced 1400 booths. He would have the exposition continue for three weeks from Aug. 15, when the work on the new stadium at Columbus Park is scheduled to be completed.

To investigate the plan the mayor appointed a committee comprising former Mayor John F. Fitzgerald, chairman of the tercentenary committee; Samuel Silverman, corporation counsel; William P. Long, chairman of the park commission; John T. Scully, chairman of the industrial bureau; Frank S. Davis of the Maritime Association of the Chamber of Commerce; William J. McDonald, Eva Whiting White, Professor Joseph H. Beale and John Jackson Walsh.

City Buys Its Coal at Cost of \$300,000

Coal for the use of the city of Boston departments and institutions will cost \$300,000, according to the contracts signed today. For 3700 tons of semi-bituminous for the fire and police boats, the Metropolitan Coal Company bid \$6.38 a ton. For 8000 tons of anthracite at \$12.38 a ton and 10,000 tons of semi-bituminous to be delivered at the various department buildings at \$5.75 a ton the Standard Coal Company was favored. For 13,000 tons of semi-bituminous for the ferryboats, the Staples Coal Company's bid of \$5.59 a ton won the contract, while the New England Coal and Coke Company will deliver 13,000 tons of semi-bituminous at Deer Island and the Long Island Hospital for \$5.44 a ton.

Board Named to Draft Subway Extension Bill

A sub-committee consisting of Senators Erland F. Fish of Brookline and John F. Bucklev of Boston and Rep. Martin Hays of Boston was appointed yesterday by the legislative committee on Metropolitan affairs to draft a new bill, based on the act passed in 1928, for the extension of the subway and elimination of the traffic problem at Governor sq.

RECORD 4/30/30



(Daily Record Photo)

Blossoms From Japan! The first of 300 cherry trees sent to Boston from Japan as a token of good will was planted at the Arnold Arboretum. Mayor Curley is breaking the sod above as the Misses Kimi Ashino, Keiko Nakamura and Sumiko Tokuda, left to right look on.

POST 4/30/30

BEST FOR GREATER BOSTON

Prof. Beale Favors London County Council Plan

The federation of cities composing the London County Council is a better solution of the plan for a Greater Boston than annexation of Boston's suburban cities, it was stated yesterday by Professor Joseph H. Beale, acting dean of Harvard Law School, who was named by Mayor Curley to study greater city systems.

MAY BE SOLE SOLUTION

In an address at Perkins Hall yesterday afternoon at a luncheon of the

Women's Educational and Industrial Union, Professor Beale asserted that the London county council plan may be the sole solution of Boston's greater city problem.

He stated that the cities surrounding Boston are too large to be absorbed. "Why shouldn't each city develop as best it can?" he said. One of the least important difficulties, according to Professor Beale is the complaint of business men that the city is unable to secure fair treatment because of its lack of size and population.

"The real difficulty is not on the surface," said the speaker, "for we are carrying on a very difficult experiment in government."

Recently Professor Beale was on a visit to London for the purpose of studying the workings of the London county council. He stated the he found that form of municipal government working out very well indeed. He stated that on a visit to a certain borough of London he found that the Mayor was more of a social leader than an executive, while the real political power was the borough clerk.

Professor Beale stated that the only drawback of the London county council system here might be that jealousy would be roused by the borough scheme.

Would Assure Big Savings

Inquiring into the satisfaction derived from the county council form of federated cities Professor Beale stated that he found the plan seemed to meet the general approval of everybody. He found that federation saved large sums in reducing the number of officers required for fire and police departments. He believed that a similar saving could be effected in metropolitan Boston.

"There are too many officers now on

the police and fire departments," the speaker said. "And yet it is pretty hard to resist the demands of policemen and firemen that they shall all be superior officers."

The luncheon was presided over by Mrs. Eva Whiting White, president, and it was held in connection with "Better Homes Week."

Stayed up Nights to Chase Fires When in Early 'Teens

Henry Fox, Designated as
Next Chief, Has Many
Times Risked Life

RECALLS DANGEROUS BLAZES HE'S FOUGHT

Forty odd years ago an eager faced boy hung around old engine house 26 in his spare time and was the proudest youth in Boston when he drove Deputy Chief John W. Regan's buggy at break neck speed to fires.

He glorified in the excitement at fires and was always ready to help his idols—the firemen. A short time later he was made a bona fide member of the fire department determined to be the best fireman in the department.

That boy was Henry A. Fox, named by Mayor Curley yesterday as the man who will be the chief of the department when Chief Sennott retires next month.

His appointment will do much to boost the morale of the department. If a poll of firemen was taken it is certain that more than 95 per cent. would vote for Henry A. Fox, known to his mates as a fearless fireman and a square shooter.

Following press announcements of the mayor's decision Assistant Chief Fox was deluged with congratulations by telephone and messenger at his pleasant and sunny home on High Rock Way, Allston.

"I have received no official announcement but naturally I hope it is so," he told his friends.

To many men 63 may seem like old age but to Henry A. Fox it is the prime of life. Weatherbeaten and battle-scarred by countless battles with fire he is the picture of health and appears like a man in his middle forties. Tall and rangy with great strength in his powerful frame he reminds one of a sea captain in the days when ships were wooden and men were iron.

BORN IN SOUTH END

Asst. Chief Fox was born in the South end Nov. 18, 1866. He attended the Phillips grammar school in the West end. When misfortune broke up the family Henry was sent to the Farm and Trade school on Thompson's island.

At the age of 12 years, when many children are still playing with toys, Henry Fox, prodded by the stern necessities of life, went to work as an errand boy.

His biggest thrills in those days came when the fire horses, seeming to snort fire as they ran, galloped madly by with the hook-and-ladders and steamers.

Soon he began to frequent old engine House 2* on Mason street, not far from where this is being written. His love of horses stood him in good stead and his knowledge of them grew until Deputy Chief Regan allowed him to drive him to fires. The boy was in his glory because he was allowed not only to drive the deputy chief's buggy but he was

also allowed to sleep in the fire house in order to be on deck when the chief needed him.

Many a morning the Fox boy would go to work in the John C. Gilbert fancy grocery store, where the Park Square building now stands, dead for sleep after having been up most of the night at the fire. But he was a strong lad and didn't mind a little thing like losing a night's sleep once in a while.

When he was taken into the ranks he was the youngest fireman in the department. That was on Oct. 15, 1886. He was called a "permanent substitute," which corresponds to the present man on probation.

He was first attached to engine 4, but New Year's, 1887 was a big day in his career, for it was then he was transferred to the Mason street engine house, which he had haunted in his teens when his age was all that prevented him from being a regular member of the department.

He was back with his buddies and there was an impromptu celebration and a little good-natured hazing for the youthful spark.

In '88 he went to the Fort Hill square engine house where he received his first promotion—to lieutenant and was later made a captain and transferred to engine 12 at Dudley street.

Fort Hill square has many pleasant memories for Henry Fox because it was there that he began to ascend the ladder of promotion and there that he also met his future wife.

SHE TOO, LIKED FIRES

Soon the girl, Miss Clara Bradbury began taking a keen interest in fires. She was always in the crowd at major conflagrations and sometimes helped in getting the firemen hot coffee on bitter winter nights.

Three years after the marriage of Lt. Fox and Clara Bradbury he became a captain and she practically became a member of the department.

It seems that firemen's wives should be made honorary members of the department. Many a night Mrs. Fox has

sat up while her husband was battling a big blaze—wondering. No less than a half dozen times word has been brought her that he was in the hospital.

There was the Arch street fire in '93 when Lt. Fox and his entire company were catapulted down three flights of stairs by a hot air blast. He spent 31 days in the hospital that time. The entire company was crippled at that fire. There was the Sears building fire in '91 when he was struck on the top of the head by a block of granite and picked up for dead.

There was the jute fire at Lewis wharf which lasted three weeks and at which Lt. Fox was badly cut.

In all, Chief Fox cannot recall the number of times he has been injured fighting fires. But his body bears innumerable scars from cuts and burns. "It's part of the business," he says, "a fireman that expects to get away every time with a whole skin is going to be disappointed. But experienced firemen seldom get hurt seriously. They learn the tricks of the trade and manage to evade the bad spots just in time.

Prospects of becoming the wife of the chief of the fire department are nice, says Mrs. Fox, but she got bigger thrills years ago when her man was promoted to lieutenant, then captain and then deputy chief.

TRANSCRIPT 4/30/30 Opposes Standee Bus Privilege

The Cambridge City Council, which has under consideration the question of granting the Boston Elevated Railway Co. the right to permit passengers to stand in its busses, is in receipt of a letter from D. A. Brosnan, a citizen of Cambridge, who opposes the measure, largely on the ground of personal observation of present conditions. Copies of the letter have been sent to Governor Allen, the chairman of the State Public Utilities Commission, Mayor Curley, the president of the Boston City Council and the newspapers of Boston and Cambridge.

Mr. Brosnan speaks of crowded conditions at bus stops on the day on which he made his observations; of boarding a bus and being permitted to stand, together with fourteen other passengers who were picked up in Cambridge where there is no standee privilege.

The Belmont-Harvard busses, which operate on the line on which he rode, have thirty-seven seats each, he states, and the Elevated is asking the right to have twenty-five standee privileges. Mr. Brosnan avers that if, at present, when such privileges are not granted in Cambridge, the road defies city ordinances by carrying the equivalent of forty per cent of the seating capacity as standees, that unbearable conditions may be looked for in case the right is granted.

He noted that the fumes of the exhaust permeated the bus and in his letter he expresses fear that carbon monoxide gas also might seep in. On the bus he examined he found the emergency door blocked by a seat and claims that even though this seat is movable to permit egress it might become jammed in case of accident, and if the bus should catch fire, while crowded, loss of life might result.

Another complaint is that operators of the busses might ignore the passenger limit during rush hours, with serious overcrowding resulting.

TRANSCRIPT 4/30/30

Airport Bill Is Passed by Senate

Legislation to Lease Additional Land to City Sent to House

The bill to lease additional land to the city of Boston for development of the Boston Airport was passed to be engrossed under suspension of the rules by the State Senate this afternoon. The bill now goes to the House. The importance of this quick action is that the city of Boston probably will be able to enlarge the airport in time for the American Legion convention in October so that it can handle the large number of planes expected here during that time.

Post 4/30/30

SWANSON REMAINS MARSHAL

But V. F. W. May Not
Be in Parade on
June 17

Following a bitter two-hour session of protest over the selection of the chief marshal for the Bunker Hill Day parade, a group of more than 60 Charlestown residents gave three cheers for Mayor Curley yesterday at City Hall, indicating that his appointment of Samuel A. Swanson youthful World war veteran, would stand.

MAY NOT PARADE

Whether the Veterans of Foreign Wars will participate in the parade, however, will not be known for some days, for William H. Carey of the Suffolk County Council, V. F. W., warned that the veterans of his organization would not march unless Albert J. Brickley, first endorsed by the vets, were given Swanson's job as marshal.

Practically every speaker taking the floor in the torrid session agreed that Swanson was a fine young man, with a remarkable war record, and although he was a member both of the Veterans of Foreign Wars and the American Legion, the V. F. W. spokesmen insisted that Brickley should be given the place, in recognition of the organization, which approved his candidacy.

On behalf of Swanson his adherents filed a petition, signed by 2600 Charlestown residents, urging the Mayor to make no change in the appointment already announced in favor of Swanson. They protested that the sponsors of the Brickley nomination were not residents of Charlestown, but lived in Somerville, Medford and Dorchester.

At times the conference became extremely noisy, forcing Assistant Director of Public Celebrations Frank B. Howland to pound his gavel in an attempt to restore order, as the speakers referred to the meeting as an "annual dogfight" and "political battle."

Appeals for Son

A touching feature of the meeting was the appeal for the support of Swanson made by his father, Dennis Swanson, himself a veteran of both the Spanish and the World wars. In tears, he described how he had met his boy fighting in the trenches of Chateau Thierry, and later meeting his brother at a French base hospital.

Speaking for the Bunker Hill post, American Legion, Commander James Barry, stating that both Brickley and

Swanson were veterans, announced that the Legion was not taking an active part in the controversy, but insisted upon ending the battle in harmony so that Charlestown will have the best celebration on record June 17.

Other speakers in behalf of Swanson were Representative Charles S. Sullivan, Jr., former State Senator William J. Francis and Daniel J. Foley, who was also a candidate for the position of chief marshal until the Mayor's announcement of the appointment of Swanson.

An attack upon Councillor Thomas H. Green was delivered by Millard F. Dowdell of the Bagley camp, United Spanish War Veterans, who insisted that the Charlestown representative in the city government had made derogatory remarks about war veterans, though Green publicly denied the charge in the Council.

Assistant Director Howland will make his report on the conference today to the Mayor. It was considered improbable that Swanson would be removed in favor of Brickley.

AMERICAN 4/30/30 City Asked to Charter Boat to Take Visitors on Water- front Trip

The City of Boston is urged to charter a steamer to be used in showing the historic harbor to visitors this summer in a recommendation of the Chamber of Commerce.

This recommendation was drawn up by the sub-committee on tercentenary affairs of the Maritime Association. The personnel of the committee is: Frank S. Davis, Andrew J. Sides of the Eastern Steamship lines, William J. Fortune of the National Shawmut Bank, H. Ainsley Highman of the French line, and Percy L. Stuart of the N. E. Traffic Club.

The committee asks the city to charter a boat which could carry 100 passengers. What boat was in mind and what amount was involved could not be learned, but it is understood that the committee has a relatively low priced project in mind.

This recommendation is being supported by business men of the harbor. They promise co-operation.

Boston's harbor is superior to all others in the country in point of richness of tradition. Supporters of the ship project feel that the harbor trip might easily be made the outstanding feature of the entire Boston celebration.

TRAVELER 4/30/30

Back to Where We Started



SOME time ago the city of Boston, the trustees of the Boston Elevated and a sub-committee of the legislative committee on metropolitan affairs agreed on a plan to untangle the Governor square mess.

This was regarded as a triumph because for years there has been nothing but argument about it and meanwhile conditions grew steadily worse.

Yesterday the full committee on metropolitan affairs tossed the whole plan out the window and we are right back to where we started. The committee will now name another sub-committee which will offer a new bill.

There is no good reason why the Legislature should pass every bill agreed upon by groups within or without its fold, but there must have been considerable merit in the plan just rejected. At least its passage would have been better than this constant dilly-dallying and getting nowhere except into a worse tangle.

It is quite probable that the committee has some better plan in mind and that in rejecting the proposed measure it acted wisely. However, the basic thought to keep in mind is that the public wants action—the right action, to be sure—but action quickly.

"So This Is Paris"

The fashions of Paris evidently have their appeal to members of the Boston City Council. Nearly all Parisians, and indeed nearly all civilized Europeans, consider it a barbarous practice to permit passengers to ride standing in busses. The custom simply is not allowed in any important city of Western Europe. Except for a limited indulgence granted to three or four standees on the rear platform, it is required that there shall be seats for all. The moment the available places are taken, the "Complet" sign is posted, and the bus rolls on without stopping until the descent of one passenger makes room for the entrance of another. This, certainly, is a practice which makes for repose in daily living, and it is extremely interesting to see that a majority of the members of the Boston City Council insist that the same rule must be followed in Boston. With all their rugged virtues, one scarcely expects to find among American city councillors such sensitive response to the appeal of gentle ways in the Old World.

What the City Council seems to overlook, however, is the fact that in Paris, Berlin and also in New York the success of the no-standing rule rests largely on one circumstance which is not duplicated in Boston. In the European capitals, as on Fifth avenue, the lines are so heavily patronized that the busses move along in an almost continuous stream. If one car refuses to take a passenger on, he knows that he has only a moment or two, sometimes only a few seconds, to wait. The next following bus, or the one immediately after that, will have room for him. If that were not so, we cannot imagine either Parisians or New Yorkers being willing to wait patiently on windy street-corners through five and ten-minute intervals merely in order to be assured of having a seat. When finally they were allowed aboard, under these conditions, they would have been very much more inconvenienced by the serious delay than they would be comforted by the ability to ride, seated, toward a railroad station where they would find they had missed their train, or to the opera where they would arrive so late that they could not be admitted until after the first act.

That is the basic condition which must be recognized in Boston. Busses in this city are not yet so patronized that they run in an almost steady stream. There are considerable intervals between. That being so, it will better conform not only with American popular habits in general, but also with the vital needs and convenience of the car-riding public to allow a reasonable number of standing passengers rather than to leave the individuals in question waiting, baffled, on street-corners. The State Department of Public Utilities, acting under definite authority from the General Court of 1925, has ruled that twenty-five per cent of

seating capacity is a reasonable proportion of permissible standees. This seems a decently conservative estimate, and certainly it is far lower than that which obtains in many American cities, to mention Detroit for only one example. When the Boston City Council has had time to think over this side of the question, we trust that it will prefer a reasonable American efficiency to European aesthetics, even though the leisurely procedure in Paris is not without charm.

POST 4/30/30

HITS CONRY IN REPLY TO CRITICISM

Met. Dist. Commission Head Says He Was Late in Demand

Joseph A. Conry, traffic commissioner in Boston, was only five days late in his demand upon Governor Allen that the new building for the Metropolitan District Commission be constructed of "Massachusetts material," according to Charles P. Howard, chairman of the State department of administration and finance.

"CHANGED TO GRANITE"

Governor Allen received Mr. Conry's complaint yesterday in a letter dated April 28, Conry asking that "at a meeting of the council on Wednesday, April 30, an order be passed directing the Metropolitan District Commission to build the new office building entirely of Massachusetts material."

Yesterday, immediately after receipt of the letter at the Governor's office, Chairman Howard of the department of administration and finance issued the following statement:

"Governor Frank G. Allen has referred to me a letter dated April 28 which he received today from Hon. Joseph A. Conry with regard to the type of stone to be used in the new building for the Metropolitan District Commission. The specifications upon which bids are being taken by the Metropolitan District Commission call for the use of granite. When I called the attention of the Governor a few days ago to the fact that the original specifications, as prepared by the Metropolitan District Commission, required the use of Indiana limestone, the Governor immediately directed that the specifications be changed to granite. Amended specifications handed to all bidders on April 13, five days before Mr. Conry wrote his letter, call for granite which must be light gray stock—from Massachusetts quarries."

AMERICAN 4/30/30

CONRY RENEWS DEMAND FOR GRANITE

Asserting that "none of the guilty commissioners defended the action of the Metropolitan District Commission in selecting Indiana limestone for its new building," Joseph A. Conry, traffic commissioner of Boston, today reiterated his protest to Governor Allen, asking that nothing but Massachusetts granite be used in the building.

Conry contradicted a statement by Charles P. Howard, chairman of the commission on administration and finance, that he had called the attention of Governor Allen to the fact that the original specifications called for Indiana limestone and that Governor Allen had immediately directed the specifications be changed to Massachusetts granite.

"Is it not a fact that bids on granite are merely invited as an alternate and that figures will be received for both Indiana limestone and Massachusetts granite?" Conry asked.

"The Commission was wrong in travelling to Indiana for material while Massachusetts quarries are closed for lack of work."

"My protest was not late. I still object to having Indiana limestone being considered and I ask the governor and his Council to compel the Metropolitan District Commission to use nothing but Massachusetts granite in that building."

"Lack of Discretion and Judgment"

In his letter to Governor Allen Mr. Conry asserted in part:

"The people of Massachusetts were aroused a few months ago by the agitation to build the new Boston postoffice of Massachusetts granite. Senator David I. Walsh made an eloquent presentation of facts to the Senate and secured an additional appropriation of a large sum of money to enable the federal government to build this structure of Massachusetts material. When his bill went to the House of Representatives it was defeated through the influence of the 'limestone bloc' of Indiana."

"It is remarkable to contemplate the short memory of some of our State officials. Massachusetts unemployment has been the subject of serious consideration. Exactly why any Massachusetts commission should seriously contemplate sending Massachusetts money, taken from the pockets of Massachusetts taxpayers, out to the State of Indiana passes the understanding of the average taxpayer."

"The lack of discretion and judgment shown by this commission in selecting Indiana limestone for this new structure sustains the very general opinion held by the public that the commission has outlived its usefulness as a public body."